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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ANDOVER, NJ
AEROFLEX-ANDOVER ..... **RNAV (GPS) Rwy 3**
VOR-A
NA when local weather not available.
Category A, 1000-2.

ATLANTIC CITY, NJ
ATLANTIC CITY INTL ..... **ILS or LOC Rwy 13**[1]
ILS or LOC/DME Rwy 31[1]
RADAR-1[2]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 22[2]
VOR Rwy 4[2]
VOR Rwy 13[2]
VOR Rwy 31[2]
[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

BINGHAMTON, NY
GREATER BINGHAMTON/
EDWIN A. LINK FIELD ..... **ILS Rwy 16**[1]
ILS or LOC Rwy 34[12]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 28[2]
RNAV (GPS) Rwy 34[2]
VOR/DME Rwy 28[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

CALDWELL, NJ
ESSEX COUNTY ..... **LOC Rwy 22**[1]
RNAV (GPS) Rwy 22[2]
Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[1]NA when control tower closed.
[2]NA when local weather not available.

NAME — ALTERNATE MINIMUMS

CORTLAND, NY
CORTLAND COUNTY-
CHASE FIELD ..... **VOR or GPS-A**
Categories A,B, 1100-2,Categories C,D, 1100-3.

DANSVILLE, NY
DANSVILLE MUNI ..... **RNAV (GPS)-A**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18
NA when local weather not available.
Category A, 1300-2; Category B, 1500-2; Category C, 1500-3.

DUNKIRK, NY
CHAUTAUQUA COUNTY/
DUNKIRK ..... **VOR Rwy 6**
VOR Rwy 24
Category D, 900-2¾.

ELMIRA, NY
ELMIRA/CORNING RGNL ..... **ILS Rwy 6**
ILS or LOC Rwy 24
NA when control tower closed.
Categories A,B, 1200-2; Categories C,D, 1200-3.

FARMINGDALE, NY
REPUBLIC ..... **ILS or LOC Rwy 14**[12]
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories C, D, 700-2.

FULTON, NY
OSWEGO COUNTY ..... **RNAV (GPS) Rwy 24**
VOR Rwy 33
NA when local weather not available.

NAME ALTERNATE MINIMUMS

ISLIP, NY

LONG ISLAND
MAC ARTHUR ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[1]
NDB Rwy 6[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

ITHACA, NY

ITHACA
TOMPKINS RGNL ..... **ILS or LOCRwy 32[12]**
RNAV (GPS) Y Rwy 14[34]
RNAV (GPS) Z Rwy 14[34]
VOR Rwy 14[34]
VOR Rwy 32[35]

[1]Categories A, B, 1000-2; Categories C, D, 1000-3.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category D, 800-2¼.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.

JAMESTOWN, NY

CHAUTAUQUA COUNTY/
JAMESTOWN ..... **ILS or LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

MASSENA, NY

MASSENA INTL-RICHARDS
FIELD ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27

Category D, 800-2¼.
NA when local weather not available.

MILLVILLE, NJ

MILLVILLE MUNI ..... **VOR-A**

NA when local weather not available.

MONTGOMERY, NY

ORANGE COUNTY ..... **ILS or LOC Rwy 3**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 26

NA when local weather not available.
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

MONTICELLO, NY

SULLIVAN COUNTY
INTL ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NDB Rwy 15

NA when local weather not available.

MORRISTOWN, NJ

MORRISTOWN MUNI ..... **ILS or LOC Rwy 23[12]**
NDB Rwy 5[13]
NDB or GPS Rwy 23[14]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]Category D, 900-2¼.
[4]Category D, 900-3.

NEW YORK, NY

JOHN F.
KENNEDY INTL ..... **ILS or LOC Rwy 22L[1]**
ILS Rwy 22R[1]
ILS Rwy 4L[1]
ILS Rwy 4R[1]
ILS or LOC Rwy 13L[1]
ILS or LOC Rwy 31L[1]
ILS or LOC Rwy 31R[1]
VOR or GPS Rwy 13L/R,1000-3

[1]ILS, 700-2.

LA GUARDIA ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 13[3]
ILS or LOC Rwy 22[2]
LDA-A[4]
LOC Rwy 31[4]
RNAV (GPS)-B[4]
RNAV (GPS) Y Rwy 4[4]
RNAV (GPS) Rwy 13[5]
RNAV (GPS) Y Rwy 22[4]
RNAV (GPS) Rwy 31[4]
VOR/DME-G[4]
VOR/DME-H[4]
VOR-F[6]
VOR Rwy 4[4]

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[3]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category D, 800-2¼.
[5]Categories A,B,C,D, 800-2¼.
[6]Categories A,B,1000-2;Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

NEWARK, NJ

NEWARK LIBERTY INTL ..... **ILS or LOC Rwy 4L[1]**
ILS or LOC Rwy 4R[1]
ILS or LOC Rwy 11[1]
ILS or LOC Rwy 22L[1]
ILS or LOC Rwy 22R[1]
RNAV (GPS) Rwy 4L[2]
RNAV (GPS) Y Rwy 4R[2]
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Z Rwy 22L[2]
RNAV (GPS) Rwy 22R[2]
VOR/DME Rwy 22L[3]
VOR/DME Rwy 22R[3]
VOR Rwy 11[4]

[1]ILS, Categories A, B, C, 800-2; Category D, 900-3. LOC, Category D, 900-3.
[2]Category D, 900-3.
[3]Categories A,B, 900-2; Category C, 900-3; Category D, 1000-3.
[4]Categories A,B, 1000-2;Categories C,D, 1000-3.

NEWBURGH, NY

STEWART INTL ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
VOR Rwy 27[2]

[1]ILS, Categories C, D, 700-2.
[2]Category D, 800-2¼.

PENN YAN, NY

PENN YAN ..... **RNAV (GPS) Rwy 1**

Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½.
NA when local weather not available.

POUGHKEEPSIE, NY

DUTCHESS COUNTY ..... **RNAV (GPS) Rwy 6[1]**
RNAV (GPS) Rwy 24[2]
VOR-A[1]
VOR/DME Rwy 6[1]
VOR/DME Rwy 24[2]

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

ROCHESTER, NY

GREATER ROCHESTER INTL ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 22[1]
ILS or LOC Rwy 28[2]
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
RNAV (GPS) Rwy 28[4]
VOR Rwy 4[3]
VOR/DME Rwy 4[3]

[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

ROME, NY

GRIFFISS INTL ..... **ILS or LOC Rwy 33[12]**
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[3]

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]Category D, 800-2½.

SARANAC LAKE, NY

ADIRONDACK RGNL ..... **VOR/DME Rwy 5[1]**
VOR or GPS Rwy 9[2]

[1]Category A, 1100-2; Category B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B, 1400-2; Categories C,D, 1400-3.

SCHENECTADY, NY

SCHENECTADY COUNTY ..... **ILS Rwy 4[1]**
NDB Rwy 22

NA when control tower closed.
[1]Category D, 700-2.

SHIRLEY, NY

BROOKHAVEN ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 15
RNAV (GPS) Y Rwy 24
RNAV (GPS) Z Rwy 24
RNAV (GPS) Rwy 33
VOR Rwy 6

NA when local weather not available.

NAME ALTERNATE MINIMUMS

SUSSEX, NJ

SUSSEX ..... **RNAV (GPS) Rwy 3**[1]
VOR-A[2]

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.
[2]Categories A, B, 1400-2; Category C, 1400-3.

SYRACUSE, NY

SYRACUSE HANCOCK INTL ..... **ILS or LOC Rwy 10**[1]
VOR or TACAN Rwy 33[2]

[1]ILS, Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¾.

TETERBORO, NJ

TETERBORO ..... **ILS or LOC Rwy 6**[1]
ILS RWY 19[1]
RNAV (GPS) Y Rwy 6[3]
RNAV (RNP) Z Rwy 6, 800-2¼
VOR/DME-A[2]
VOR/DME-B[2]
VOR/DME Rwy 6[3]
VOR Rwy 24[4]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Category C, 800-2¼; Category D, 900-2¾.
[4]Categories B,C,D, 1000-3.

TRENTON, NJ

TRENTON MERCER ..... **ILS Rwy 6**
NDB or GPS Rwy 6
VOR or GPS-A
VOR or GPS Rwy 24

NA when control tower closed.

WATERTOWN, NY

WATERTOWN INTL ..... **ILS or LOC Rwy 7**[1]
RNAV (GPS) Rwy 7[23]

[1]LOC, NA.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

WELLSVILLE, NY

WELLSVILLE MUNI ARPT, TARANTINE FIELD ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR-A[1]

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI . **ILS or LOC Rwy 24**[1]
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WHITE PLAINS, NY

WESTCHESTER COUNTY **ILS or LOC Rwy 16**[1]
ILS or LOC Rwy 34[1]
NDB Rwy 16[12]
RNAV (GPS) Rwy 34[3]
VOR/DME-A[1]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

WILDWOOD, NJ

CAPE MAY COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 19
VOR-A

NA when local weather not available.

ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA) ELEV **75**

ATLANTIC CITY INTL

RADAR- 124.6 327.125

RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
S-13		AB	**480**/24	405	(500-½)	C	**480**/40	405	(500-¾)
		DE	**480**/50	405	(500-1)				
S-4		AB	**480**-1	412	(500-1)	CD	**480**-1¼	412	(500-1¼)
		E	**480**-1½	412	(500-1½)				
S-31		AB	**480**-1	417	(500-1)	CD	**480**-1¼	417	(500-1¼)
		E	**480**-1½	417	(500-1½)				
S-22		AB	**600**-1	532	(600-1)	C	**600**-1½	532	(600-1½)
		D	**600**-1¾	532	(600-1¾)	E	**600**-2	532	(600-2)
CIRCLING		AB	**560**-1	485	(500-1)	C	**560**-1½	485	(500-1½)
		D	**640**-2	565	(600-2)	E	**760**-2½	685	(700-2½)

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.
Alternate Minimums: Cat E 800 - 2½.

MCGUIRE AFB (KWRI), NJ (Orig, 10154 USAF)

ELEV **131**

RADAR (E) - 120.0 269.025

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	6[1] [3]	2.7°/53/1270	ABCDE	**331**/24	200	(200-½)
	18[3]	3.0°/51/950	ABCDE	**323**-¾	200	(200-¾)
	36	3.0°/46/950	ABCDE	**329**-¾	200	(200-¾)
	24[2] [3]	2.8°/45/905	ABCDE	**378**/40	262	(300-¾)

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR. Btn 0300-1100Z++, PAR avbl for full stop ldg only when wx is blw TACAN min.

[1]When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.

[2]When ALS inop, increase RVR to 50 and vis to 1 mile.

[3]Rwy 6, 18, and 24, VGSI and PAR glidepaths not coincident.

WHEELER-SACK AAF (KGTB), NY(Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)

RADAR[1] - 128.25 299.85 ELEV 690

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1						
PAR	3[23]	3.0°/54/1038	ABCDE	**885**-½	200	(200-½)
	21[23]	3.0°/58/1106	ABCDE	**877**-½	200	(200-½)
	33[4]	3.0°/49/938	AB	**938**-¾	250	(300-¾)
			CDE	**938**-1	250	(300-1)
RADAR-2						
ASR	21[5]		AB	**1020**-½	343	(400-½)
			CDE	**1020**-¾	343	(400-¾)
	15[6]		AB	**1100**-½	413	(500-½)
			CD	**1100**-¾	413	(500-¾)
			E	**1100**-1	413	(500-1)
	33[4]		AB	**1140**-1	452	(500-1)
			C	**1140**-1¼	452	(500-1¼)
			DE	**1140**-1½	452	(500-1½)
	3[7]		AB	**1240**-½	555	(600-½)
			C	**1240**-1	555	(600-1)
			D	**1240**-1¼	555	(600-1¼)
			E	**1240**-1½	555	(600-1½)
CIR[8]	All Rwy		AB	**1240**-1	552	(600-1)
			C	**1240**-1½	552	(600-1½)
			D	**1240**-2	552	(600-2)
			E	**1520**-3	832	(900-3)

[1]Opr 1300-0500Z++. [2]When ALS inop, increase CAT ABCDE vis to ¾ mile. [3]VGSI and PAR glide path not coincident. [4]Visibility reduction by helicopters NA. [5]When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles. [6]When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. [7]When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. [8]Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AKRON, NY

AKRON (9G3)

ORIG 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 300-1.

ALBANY, NY

ALBANY INTL (ALB)

AMDT 11 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 110° to 2000 before turning north. **Rwy 19,** climb heading 191° to 1400 before proceeding on course. **Rwy 28,** climb heading 281° to 2000 before turning south.

NOTE: **Rwy 10,** multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19,** multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/ 343' MSL. **Rwy 28,** multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

NAME	TAKE-OFF MINIMUMS

ALBION, NY

PINE HILL (9G6)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

ANDOVER, NJ

AEROFLEX-ANDOVER (12N)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21,** 600-2 or std. with a min. climb of 256' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1200 before proceeding on course. **Rwy 21,** climb runway heading to 1400 before proceeding on course.

NOTE: **Rwy 3,** trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL. **Rwy 21,** trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

ATLANTIC CITY, NJ
ATLANTIC CITY INTL (ACY)
ORIG 07074 (FAA)
NOTE: **Rwy 4,** tree 2185' from departure end of runway, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13,** tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22,** building 530' from departure end of runway, 555' right of centerline, 15' AGL/75' MSL.

BATAVIA, NY
GENESEE COUNTY AIRPORT (GVQ)
ORIG 07214 (FAA)
NOTE: **Rwy 28,** terrain 15' from departure end of runway, 72' left of centerline, 919' MSL. Terrain 19' from departure end of runway, 231' right of centerline, 916' MSL. Multiple trees beginning 608' from departure end of runway, 584' left of centerline, up to 100' AGL/1009' MSL. Tower 1789' from departure end of runway, 704' left of centerline, 100' AGL/1005' MSL.

BELMAR-FARMINGDALE, NJ
MONMOUTH EXECUTIVE (BLM)
AMDT 1 83160 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3,21,** 300-1.

BERLIN, NJ
CAMDEN COUNTY (19N)
AMDT 1 93173 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 600-1½ or std. with a min. climb of 270' per NM to 600.
DEPARTURE PROCEDURE: **Rwys 5, 23,** climb to 600 before turning on course.

BINGHAMTON, NY
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
ORIG 08157 (FAA)
NOTE: **Rwy 10,** trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1579' MSL. **Rwy 16,** trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28,** trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34,** antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

BLAIRSTOWN, NJ
BLAIRSTOWN (1N7)
AMDT 1 91150 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.
DEPARTURE PROCEDURE: Eastbound Departure: **Rwy 7**, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared. Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

BROCKPORT, NY
LEDGEDALE AIRPARK (7G0)
ORIG 09015 (FAA)
NOTE: **Rwy 10,** trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28,** tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

BUFFALO, NY
BUFFALO AIRFIELD (9G0)
AMDT 1 08325 (FAA)
NOTE: **Rwy 6,** trees beginning 2296' from departure end of runway, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from departure end of runway, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24,** trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline, up to 100' AGL/750' MSL.

BUFFALO NIAGARA INTL (BUF)
AMDT 5 07242 (FAA)
NOTE: **Rwy 5,** tree 648' from departure end of runway,662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23,** trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32,** multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

CALDWELL, NJ
ESSEX COUNTY (CDW)
AMDT 1 82175 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1. **Rwy10**, 900-1.
DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

CANANDAIGUA, NY
CANANDAIGUA (D38)
ORIG 97142 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 230' per NM to 1100.

CORTLAND, NY
CORTLAND COUNTY-CHASE FIELD (N03)
AMDT 2 96144 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24,** 400-2 or std. with a min. climb of 330' per NM to 1700.
DEPARTURE PROCEDURE: **Rwys 6, 24,** climb runway heading to 2600 before turning southbound.

CROSS KEYS, NJ
CROSS KEYS (17N)
AMDT 1 09351 (FAA)
NOTE: **Rwy 9,** trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL. Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL. Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL. **Rwy 27,** trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL. Tree 2099' from DER, 893' left of centerline, 100 AGL/249' MSL.

DANSVILLE, NY
DANSVILLE MUNI (DSV)
AMDT 2 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 446' per NM to 2600, or 400-1¼ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18,** climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32,** climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36,** climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

DANSVILLE MUNI (CON'T)
NOTE: **Rwy 14,** vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL. **Rwy 18,** trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32,** vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36,** trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

DUNKIRK, NY
CHAUTAUQUA COUNTY/ DUNKIRK (DKK)
TAKE-OFF MINIMUMS: **Rwy 15,** 400-2 or std. with a min. climb of 230' per NM to 1200.
DEPARTURE PROCEDURE: **Rwys 6, 15,** climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33,** climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

EAST HAMPTON, NY
EAST HAMPTON (HTO)
AMDT 2 99056 (FAA)
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.
NOTE: **Rwy 4,** 40' AGL trees 200' from departure end of runway. **Rwy 22,** 42' AGL trees 120' from departure end of runway. **Rwy 16,** 48' AGL trees 130' right of departure end of runway.

ELLENVILLE, NY
JOSEPH Y RESNICK (N89)
ORIG 99028 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4,** 1000-2. **Rwy 22,** 1600-2 or std. with a min. climb of 450' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 5000 before proceeding on course. **Rwy 22,** climb on heading 240° to 4000 before proceeding on course.

ELMIRA, NY

ELMIRA/CORNING RGNL (ELM)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,23,** NA-ATC. **Rwy 6**, 600-2¾ or std. with a min. climb of 325' per NM to 1700. **Rwy 10,** std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 before proceeding on course. **Rwy 10,** climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10,** poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24,** sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28,** multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

ENDICOTT, NY

TRI-CITIES (CZG)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 515' per NM to 1700 or 700-2 with min. climb of 242 to 2000 or 1600-2 ½ for climb in visual conditions. **Rwy 21,** std. w/ min. climb of 604' per NM to 2100 or 900-3 with min. climb of 470 to 2200 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 036° to 2000 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course. **Rwy 21,** climb heading 216° to 2200 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course.

NOTE: **Rwy 3,** tree 1' from DER, 418' left of centerline, 78' AGL/907' MSL. Multiple trees and train on tracks beginning 163' from DER, 56' left of centerline, up to 110' AGL/1469' MSL. Multiple trees and tower beginning 1699' from DER, 259' right of centerline, up to 106' AGL/915' MSL. **Rwy 21 ,** multiple trees, pole and tower beginning 51' from DER, 63' left of centerline, up to 84' AGL/1473' MSL. Multiple trees beginning 751' from DER, 73' right of centerline, up to 86' AGL/1175' MSL.

FARMINGDALE, NY

REPUBLIC (FRG)

AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 200 -1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 32,** 300 -1¾ or std. w/ min. climb of 213' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient. Take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 013° to 700 before turning left. **Rwy 32,** climb heading 326° to 700 before turning right.

NOTE: **Rwy 1,** fence. elevator, buildings, tanks and trees beginning 3' from DER, 194' left of centerline, up to 69' AGL/144' MSL. Stack, chimneys, antennas, hangars, buildings, poles and trees beginning 144' from DER, 246' right of centerline, up to 80' AGL/155' MSL. Tank 5912' from DER, 1427' left of centerline, 139' AGL/235' MSL. **Rwy 14,** road, pole, and trees beginning 182' from DER, 24' right of centerline, up to 70' AGL/120' MSL. Poles and trees beginning 534' from DER, 97' left of centerline, up to 74' AGL/124' MSL. **Rwy 19,** sign, hangar, poles, and trees beginning 78' from DER, 14' right of centerline, up to 65' AGL/115' MSL. Buildings, poles, and trees beginning 182' from DER, 71' left of centerline, up to 75' AGL/125' MSL. Tower 2454' from DER, 318' right of centerline, 84' AGL/142' MSL. **Rwy 32,** fence, poles, and trees beginning 146' from DER, 23' right of centerline, up to 69' AGL/139' MSL. Traffic signal, poles, antenna, and trees beginning 330' from DER, 124' left of centerline, up to 72' AGL/142' MSL. Tank 1.35 NM from DER, 1122' left of centerline, 107' AGL/297' MSL.

FISHERS ISLAND, NY

ELIZABETH FIELD (0B8)

AMDT 2 98337 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 300' per NM to 300.

NOTE: **Rwy 7,** 15' AGL bunker 25' from departure end of runway, right of centerline.

FULTON, NY

OSWEGO COUNTY (FZY)

AMDT 1 01137 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb gradient of 270' per NM to 900.

NOTE: **Rwy 6,** hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL. **Rwy 15,** trees 1700' from departure end of runway, on centerline 85' AGL/560' MSL. **Rwy 24,** trees 1350' from departure end of runway, on centerline 60' AGL/517' MSL. **Rwy 33,** road 400' from departure end of runway, on centerline 15' AGL/462 MSL.

GLENS FALLS, NY

FLOYD BENNETT MEMORIAL (GFL)

ORIG-A 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,12,19,30,** 300-1.

DEPARTURE PROCEDURE: **Rwys 1,12,30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

HAMILTON, NY

HAMILTON MUNI (VGC)
AMDT 2 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 600-3 w/ min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35,** 400-1 w/ min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35,** climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.

NOTE: **Rwy 17,** multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35,** railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

HAMMONTON, NJ

HAMMONTON MUNI (N81)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 034° to 600 before turning left.

NOTE: **Rwy 21,** trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

HORNELL, NY

HORNELL MUNI (4G6)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36,** NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.

NOTE: **Rwy 18,** trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.

HUDSON, NY

COLUMBIA COUNTY (1B1)
ORIG 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 1500 before turning. **Rwy 21,** climb heading 190º to 2100 before turning right.

NOTE: **Rwy 3,** vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21,** fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

ISLIP, NY

LONG ISLAND MACARTHUR (ISP)
AMDT 4 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33R,** 300-1 or std. with a min. climb of 220' per NM to 400.

ITHACA, NY

ITHACA TOMPKINS RGNL (ITH)
AMDT 5 10098(FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions. **Rwys 15, 33,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 14,** Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins Rgnl airport at or above 2400 before proceeding on course. **Rwy 32,** Climb heading 325° to 1600 before proceeding on course.

NOTE: **Rwy 14,** Trees beginning 570' from DER, 525' right of centerline, up to 100' AGL/1187' MSL. Tree1833' from DER, 768' left of centerline, 60' AGL/1146' MSL. Pole 1953' from DER, 896' right of centerline, 70' AGL/1151' MSL. Trees, towers, and terrain beginning 2.1 NM from DER, 329' right of centerline, up to 100' AGL/1959' MSL. **Rwy 32,** rising terrain 171' from DER, 474' right of centerline, up to 1083' MSL. Trees beginning 1255' from DER, 158' right of centerline, up to 80' AGL/1170' MSL. Trees beginning 2756' from DER, 433' left of centerline, up to 90' AGL/1151' MSL.

JAMESTOWN, NY
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)
NOTE: **Rwy 7,** multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13,** rising terrain beginning 200' from departure end of runway, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from departure end of runway, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from departure end of runway, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25,** antenna on building 424' from departure end of runway, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31,** vehicles on road 0' from departure end of runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from departure end of runway, 728' left of departure end of runway, 35' AGL/1834' MSL. Tree 6082' from departure end of runway, 846' left of centerline, 100' AGL/1879' MSL.

JOHNSTOWN, NY
FULTON COUNTY (NY0)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
NOTE: **Rwy 10,** 50' AGL trees 720' from departure end of runway, 65' left of centerline. **Rwy 28,** 60' AGL trees 700' from departure end of runway, 125' left of centerline.

KINGSTON, NY
KINGSTON-ULSTER (20N)
ORIG 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1.
DEPARTURE PROCEDURE: **Rwy 15,** climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33,** climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

LAKE PLACID, NY
LAKE PLACID (LKP)
ORIG 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** NA-obstacles. **Rwy 32,** std. with a min. climb of 420' per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

LAKEWOOD, NJ
LAKEWOOD (N12)
AMDT 1 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6**, **24,** 400-2 or std. with a min. climb of 330' per NM to 600.

LE ROY, NY
LE ROY (5G0)
ORIG 09155 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 28,** for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.
NOTE: **Rwy 10,** train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28,** trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

LINCOLN PARK, NJ
LINCOLN PARK (N07)
ORIG 81078 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.
DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course. **Rwy 19,** climb runway heading to 1000 before proceeding on course.

LINDEN, NJ
LINDEN (LDJ)
AMDT 2 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

LOCKPORT, NY
NORTH BUFFALO SUBURBAN (0G0)
ORIG 97142 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
NOTE**: Rwy 10,** 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28,** 60' AGL tree 650' from departure end of runway, 350' right of centerline.

LUMBERTON, NJ
FLYING W (N14)
ORIG 86072 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1,19,** 300-1.

MALONE, NY
MALONE-DUFORT (MAL)
AMDT 1 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.
DEPARTURE PROCEDURE: **Rwys 5,14,23,32,** aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

MANVILLE, NJ
CENTRAL JERSEY RGNL (47N)
AMDT 3 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 7,** climb heading 069° to 800 before turning left.
NOTE: **Rwy 7,** multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25,** multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

MASSENA, NY
MASSENA INTL-RICHARDS FIELD (MSS)
AMDT 8 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 300-2½ or std. with a min. climb of 240' per NM to 800.
NOTE: **Rwy 5,** antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL. Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL. Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL. Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL. **Rwy 9,** bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL. Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL. **Rwy 23,** trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL. Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL. Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL. **Rwy 27,** trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL. Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

MC GUIRE AFB (KWRI)
WRIGHTSTOWN, NJ . . . . . ORIG, 09043
TAKE-OFF OBSTACLES: **Rwy 6,** Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24,** Trees 1980' from DER, 980' left of centerline, 199' MSL.

MIDDLETOWN, NY
RANDALL (06N)
AMDT 2 00279 (FAA)
TAKE-OFF MINIMUMS: **Rwy 26,** 700-2 or std. with a min. climb of 260' per NM to 2400.
DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 2400 before proceeding on course.

MILLBROOK, NY
SKY ACRES (44N)
AMDT 1 98337 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35,** 300-1 or std. with a min. climb of 250' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

MILLVILLE, NJ
MILLVILLE MUNI (MIV)
AMDT 2 06159 (FAA)
NOTE: **Rwy 10,** multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14,** multiple trees beginning 20' from departure end of runway, 167' left and139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28,** multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32,** multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

MONTAUK, NY
MONTAUK (MTP)
AMDT 2 98281 (FAA)
DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn to 3000 direct GON VOR/DME before proceeding on course.
NOTES: **Rwy 6,** 37' dune 200' from departure end of runway. **Rwy 24,** 35' power line 40' from departure end of runway.

MONTGOMERY, NY
ORANGE COUNTY(MGJ)
AMDT 2 00279 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8,** 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21,** 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26,** 400-1 or std. with a min. climb of 270' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 2100 before proceeding on course. **Rwys 8,21,26,** climb runway heading to 1000 before proceeding on course.

MONTICELLO, NY
SULLIVAN COUNTY INTL (MSV)
DEPARTURE PROCEDURE: **Rwy 33,** climb straight ahead to 2500 before departing on course.

MORRISTOWN, NJ

MORRISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13**, **23, 31,** use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5,** cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13,** 73' AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23,** 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31,** 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

MOUNT HOLLY, NJ

SOUTH JERSEY RGNL (VAY)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 8,** trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL. **Rwy 26,** building 522' from DER, 604' right of centerline, 30' AGL/89' MSL. Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL. Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL. Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

NEW YORK, NY

JOHN F. KENNEDY INTL (JFK)

AMDT 7 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L,** taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R,** multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L,** electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R,** obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstructiion light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L,** tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R,** tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/ 67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/ 26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

NEW YORK, NY (CON'T)

LA GUARDIA (LGA)
AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13,** 400-2¼ or std. with a min. climb of 280' per NM to 500. **Rwy 22,** 300-2¼ or std. w/ min. climb of 210' per NM to 400. **Rwy 31,** 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to to 800 before proceeding westbound. **Rwy 13,** climb heading 134° to 700 before proceeding westbound. **Rwy 22,** climb heading 224° to 2100 before proceeding westbound. **Rwy 31,** climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4,** bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13,** multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22,** multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31,** stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

NEWARK, NJ

NEWARK LIBERTY INTL (EWR)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** std. w/ min. climb of 383' per NM to 2500. **Rwy 4R,** std. w/ min. climb of 375' per NM to 2500. **Rwy 11,** std. w/ min. climb of 361' per NM to 2500. **Rwy 22L,** std. w/ min. climb of 337' per NM to 2500. **Rwy 22R,** std. w/ min. climb of 331' per NM to 2500. **Rwy 29,** 400-2 or std. w/ min. climb of 444' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4R,** climb heading 039° to 500 before turning right. **Rwy 22L,** climb heading 219° to 500 before turning left. **Rwy 29,** climb heading 288° to 800 before turning Eastbound.

NOTE: **Rwy 4L,** tower, light, and multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL. **Rwy 4R,** DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL. **Rwy 11,** pole, tree, and multiple signs beginning 6' from DER, 158' right of centerline, up to 31' AGL/50' MSL. Sign, tree, road, fence, building, and multiple poles beginning 82' from DER, 2' left of centerline, up to 49' AGL/68' MSL. **Rwy 22L,** pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL. **Rwy 22R,** light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL. **Rwy 29,** multiple poles, trees, signs and buildings beginning 209' from DER, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from DER, 66' right of centerline, up to 273' AGL/358' MSL. Building 6029' from DER, 1624' right of centerline, 273' AGL/357' MSL. Building 1.5 NM from DER, 2071' right of centerline, 202' AGL/328' MSL.

NEWBURGH, NY
STEWART INTL (SWF)
AMDT 5 08325 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/ min.of 366' per NM to 800. **Rwy 34,** 300-1¼ or std. w/ min. climb of 503' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to 2100 before turning south.**Rwy 16,** climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course.**Rwy 27**, climb heading 272° to 1200 before turning south.
NOTE:. **Rwy 9,** trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16,** trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27,** trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34,** trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

NIAGARA FALLS, NY
NIAGARA FALLS INTL (IAG)
TAKE-OFF MINIMUMS: **Rwys 10L,10R,24,** 300-1 or std. with a min. climb of 300' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 6,** climb heading 060° to 1200 before proceeding on course. **Rwys 10L,10R,24** climb runway heading to 1700 before proceeding on course. **Rwys 28L, 28R,** climb heading 280° to 1200 before proceeding on course.
NOTE: **Rwy 6,** tree 1737' from departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L,** trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R,** trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

NORWICH, NY
LT. WARREN EATON (OIC)
AMDT 2 96284 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1**, **19,** 700-2 or std. with a min. climb of 400' per NM to 1900.
DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 2500 before proceeding on course.

OGDENSBURG, NY
OGDENSBURG INTL (OGS)
AMDT 1 09351 (FAA)
NOTE: **Rwy 9,** bushes beginning 72' from DER, 321' right of centerline, up to 18' AGL/317' MSL. Trees beginning 780' from DER, 254' right of centerline, up to 72' AGL/376' MSL. Trees beginning 1177' from DER, 59' left of centerline, up to 59' AGL/383' MSL. **Rwy 27,** sign 6' from DER, 394' left of centerline, 4' AGL/288' MSL. Terrain 55' from DER, 313' right of centerline, 288' MSL. Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from DER, 545' left of centerline, 28' AGL/317' MSL. Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584' from DER, 474' left of centerline, 40' AGL/329' MSL. Trees beginning 896' from DER, 251' left of centerline, up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

OLD BRIDGE, NJ
OLD BRIDGE (3N6)
AMDT 1 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-2½ or std. w/ min. climb of 223' per NM to 400.
NOTE: **Rwy 6,** trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL. **Rwy 24,** trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

OLEAN, NY
CATTARAUGUS COUNTY-OLEAN (OLE)
AMDT 2 97198 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM until passing 2500.

ONEONTA, NY
ONEONTA MUNI (N66)
TAKE-OFF MINIMUMS: **Rwys 6,24**, 300-1.

PEDRICKTOWN, NJ
SPITFIRE AERODROME (7N7)
ORIG 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** NA-obstacles.

PENN YAN, NY
PENN YAN (PEO)
AMDT 3 98253 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 500-2 or std. with a min climb of 230' per NM to 1700. **Rwy 19,** 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min climb of 320' per NM to 1700.
NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.

PITTSTOWN, NJ

ALEXANDRIA (N85)
AMDT 1 92175 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31,** 600-1 or std. with 340' per NM to 1200.

SKY MANOR (N40)
AMDT 1 88322 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.

PLATTSBURGH, NY

PLATTSBURGH INTL (PBG)
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 2500 before turning on course. **Rwy 35,** climb heading 352° to 2800 before turning on course.
NOTE: **Rwy 17,** tree 1844' from departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35,** numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

POTSDAM, NY

POTSDAM MUNI/DAMON FLD (PTD)
ORIG 09295 (FAA)
NOTE: **Rwy 6,** trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL. **Rwy 24,** trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL. Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

POUGHKEEPSIE, NY

DUTCHESS COUNTY (POU)
AMDT 1 81050 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6**, 500-1. **Rwys 15,33**, 400-1.
DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

PRINCETON (ROCKY HILL), NJ

PRINCETON (39N)
AMDT 2 06327 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.
NOTE: **Rwy 10,** multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28,** tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

READINGTON, NJ

SOLBERG-HUNTERDON (N51)
AMDT 1 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.
NOTE: **Rwy 4,** tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL. Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL. **Rwy 13,** tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. **Rwy 22,** tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL. **Rwy 31,** trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

RED HOOK, NY

SKY PARK (46N)
ORIG 94146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwy 19,** 400-2 or std. with a min. climb of 240' per NM to 800.
DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 3000 before proceeding on course.

ROBBINSVILLE, NJ

TRENTON-ROBBINSVILLE (N87)
AMDT 1 92009 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

ROCHESTER, NY

GREATER ROCHESTER INTL (ROC)
AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,**300-1¾ or std. w/ min. climb of 206' per NM to 900. **Rwy 10,** std. w/ min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22,** 400-2¾ or std. w/ min. climb of 241' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 042° to 1200 before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 4,** tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7,** multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10,** flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22,** obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25,** tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28,** railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

ROME, NY

GRIFFISS INTL (RME)
AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 147º to 1000 before turning left. **Rwy 33,** climb heading 327° to 1400 before turning right.

NOTE: **Rwy 15,** trees beginning 2306' from DER, 405' left of centerline, up to 92' AGL/590' MSL.

SARANAC LAKE, NY

ADIRONDACK RGNL (SLK)
AMDT 6 84061 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.

DEPARTURE PROCEDURE: **Rwys 5,9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course. **Rwy 27**, climb runway heading to 2300 before proceeding on course.

SARATOGA SPRINGS, NY

SARATOGA COUNTY (5B2)
AMDT 3A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2¾ or std. w/ min climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 025° to 1300 before proceeding on course. **Rwy 14,** climb heading 143° to 1000 before proceeding on course. **Rwy 23,** climb heading 233° to 1000 before proceeding on course. **Rwy 32,** climbing left turn to 2200 heading 230° before proceeding on course.

NOTE: **Rwy 5,** trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 33' right of centerline, up to 87' AGL/507' MSL. **Rwy 14,** trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL. **Rwy 23,** trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees begining 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32,** trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/809' MSL.

SCHENECTADY, NY

SCHENECTADY COUNTY (SCH)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.

NOTE: **Rwy 4,** 459' trees 80' from departure end of runway, 470' left of centerline.

SENECA FALLS, NY

FINGER LAKES RGNL (0G7)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-2 or std. w/ min. climb of 275' per NM to 1000.

NOTE: **Rwy 1,** trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. **Rwy 19,** trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL.Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

SHIRLEY, NY

BROOKHAVEN (HWV)
ORIG 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33,** NA-Noise abatement.

NOTE: **Rwy 15,** trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of runway, 281' left of centerline, up to 60' AGL/124' MSL. **Rwy 24,** trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL. Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.

SIDNEY, NY

SIDNEY MUNI (N23)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25,** 700-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25,** climb heading 251° to 2000 before proceeding on course.

NOTE: **Rwy 7,** trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25,** trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.

SKANEATELES, NY

SKANEATELES AERO DROME (6B9)
ORIG 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28,** 300-1.

SOMERVILLE, NJ

SOMERSET (SMQ)
AMDT 3 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35,** NA-Environmental. **Rwy 12,** std. w/ min. climb of 400' per NM to 1000 or 700-3 w/ min. climb of 285' per NM to 1400, or 1100-2½ for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. **Rwy 30,** climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. **Rwy 30,** trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

SOUTH BETHLEHEM, NY

SOUTH ALBANY (4B0)
ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1¾ or std. w/ min. climb of 290' per NM to 600. **Rwy 19,** std. w/ min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 2000 before proceeding on course. **Rwy 19,** climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

NOTE: **Rwy 1,** vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL. Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL. Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL. **Rwy 19,** trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

STORMVILLE, NY

STORMVILLE (N69)
ORIG 86072 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 1200-1. **Rwy 24**, 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

SUSSEX, NJ

SUSSEX (FWN)
AMDT 2 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21,** climb runway heading to 1500, then climb on course.

SYRACUSE, NY

SYRACUSE HANCOCK INTL (SYR)
AMDT 7 98001 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound. **Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28,** climb runway heading to 1100 before turning southbound. **Rwy 33,** climb runway heading to 1000 before turning southbound.

TETERBORO, NJ
TETERBORO (TEB)
AMDT 6 09267 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of 294' per NM to 500. **Rwy 6,** 300-1½ or std. w/ min. climb of 263' per NM to 400. **Rwy 19,** 600-2¼ or std. w/ min. climb of 352' per NM to 700.
DEPARTURE PROCEDURE: **Rwys 1,6,** climb heading 040° to 900 before proceeding on course. **Rwy 19,** climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24,** climb heading 240° to 1100 before proceeding on course.
NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6,** sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL.Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92' AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19,** vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

TICONDEROGA, NY
TICONDEROGA MUNI (4B6)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 800-2 or std. with a min. climb of 330' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3800 before proceeding on course. **Rwy 20,** climbing left turn to 2400 via heading 165° before proceeding on course.

TOMS RIVER, NJ
ROBERT J. MILLER AIR PARK (MJX)
ORIG 07270 (FAA)
NOTE: **Rwy 6,** trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24,** tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

TRENTON, NJ
TRENTON MERCER (TTN)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.
DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.

VINCENTOWN, NJ
RED LION (N73)
AMDT 1 09071 (FAA)
NOTE: **Rwy 5,** trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL. **Rwy 23,** trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

VINELAND, NJ
KROELINGER (29N)
AMDT 1 94062 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

WATERTOWN, NY
WATERTOWN INTL (ART)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 090° to 800 before turning right.
NOTE: **Rwy 7,** vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10,** bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28,** trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

WEEDSPORT, NY
WHITFORDS (B16)
ORIG 96284 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 10, 19, 28,** 300-1.

WELLSVILLE, NY
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)
DEPARTURE PROCEDURE: **Rwys 10,28,** climb runway heading to 2500 before proceeding on course.

WEST MILFORD, NJ

GREENWOOD LAKE (4N1)

TAKE-OFF MINIMUMS: **Rwy 24,** 400-2 or std. with a min. climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI (FOK)

AMDT 1 85157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

WHEELER-SACK AAF (KGTB)

FORT DRUM, NY . . . . . AMDT 5, 09239

Rwy 15, Standard with minimum climb of 250 ft/NM to 3100.

Rwy 21, Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26,** Climb hdg 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 100' AGL/759' MSL, 2467' from DER, 896' left of centerline. **Rwy 8:** Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fenceline 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15:** Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26:** Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33:** Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.

WHITE PLAINS, NY

WESTCHESTER COUNTY (HPN)

AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL. **Rwy 16,** windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrian 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL. **Rwy 34,** windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstuction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29,** trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

WILDWOOD, NJ

CAPE MAY COUNTY (WWD)

AMDT 3 06215 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. with a min. climb of 260' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 190° to 700 before turning left.

NOTE: **Rwy 1,** multiple trees beginning 212' from departure end of runway, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway, on runway centerline, 15' AGL/29' MSL. **Rwy 10,** multiple trees beginning 42' from departure end of runway, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from departure end of runway, 643' left of centerline, 309' AGL/84' MSL. **Rwy 19,** multiple trees beginning 669' from departure end of runway, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28,** multiple trees beginning 74' from departure end of runway, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.

WILLIAMSON/SODUS, NY

WILLIAMSON-SODUS (SDC)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. w/ min. climb of 427' per NM to 700.

NOTE: **Rwy 10,** trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL. Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL. Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL. Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL. **Rwy 28,** trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL. Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/435' MSL. Pole 338' from departure end of runway, 271' left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21' AGL/450' MSL.

WOODBINE, NJ

WOODBINE MUNI (OBI)

AMDT 2 09239 (FAA)

NOTE: **Rwy 1,** trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL. Train 387' from DER, 596' left of centerline up to 23 ' AGL/57' MSL. **Rwy 13,** trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGl/134' MSL. **Rwy 19,** trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. **Rwy 31,** trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL. Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.

WURTSBORO, NY

WURTSBORO-SULLIVAN COUNTY (N82)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,9,14,18,27,32,36,** NA-obstacles. **Rwy 23,** std. with a min. climb of 388' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 228° to 2100 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 6594' from departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

APP CRS	Rwy Idg	1981
049°	TDZE	583
	Apt Elev	583

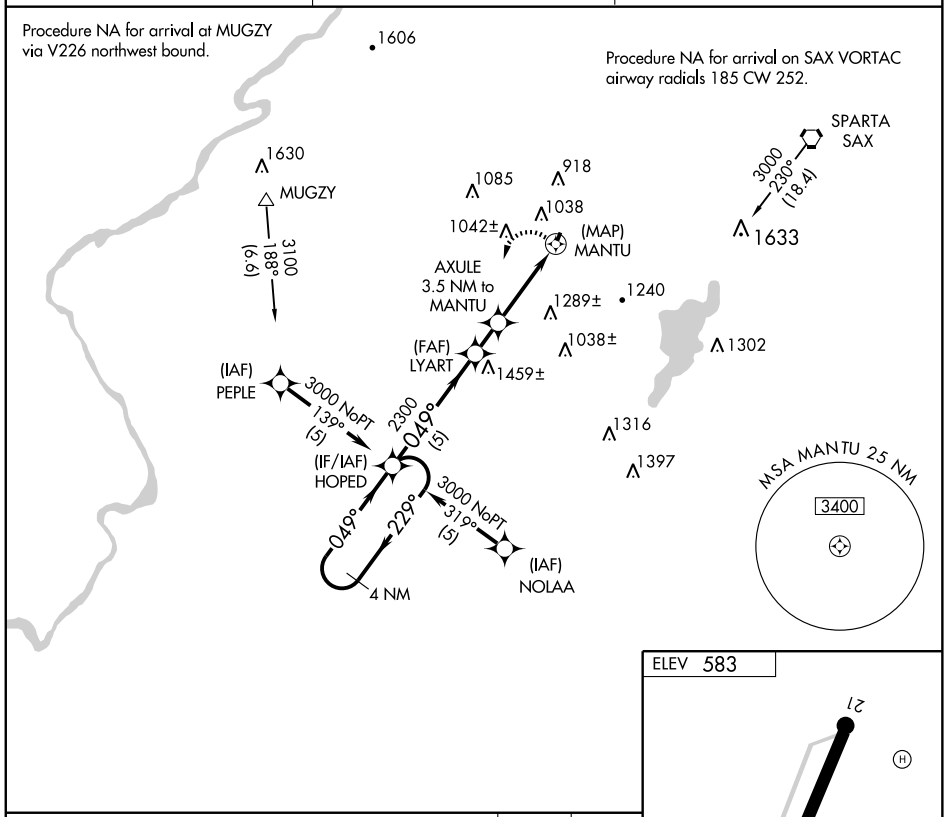
RNAV (GPS) RWY 3

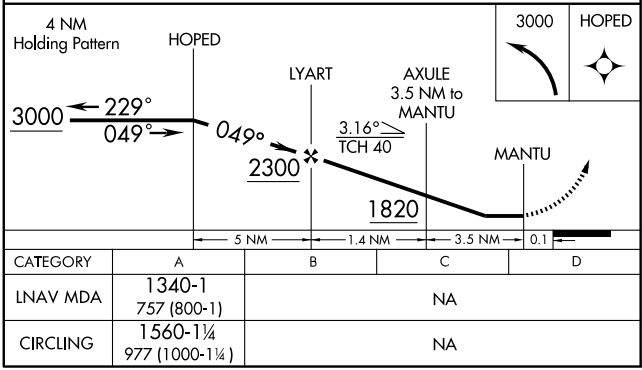
ANDOVER / AEROFLEX-ANDOVER (12N)

DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Caldwell altimeter setting and increase all MDA 120 feet. Visibility reduction by helicopters NA.

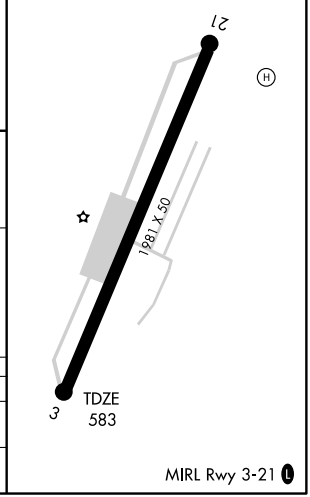
MISSED APPROACH: Climbing left turn to 3000 direct HOPED and hold.

NEW YORK APP CON	UNICOM	
127.6 379.9	122.8 (CTAF)	122.85 L





CATEGORY	A	B	C	D
LNAV MDA	1340-1 757 (800-1)	NA		
CIRCLING	1560-1¼ 977 (1000-1¼)	NA		



NE-2, 03 JUN 2010 to 01 JUL 2010

VOR/DME STW	APP CRS	Rwy Idg	1981
109.6	094°	TDZE	N/A
Chan 33		Apt Elev	583

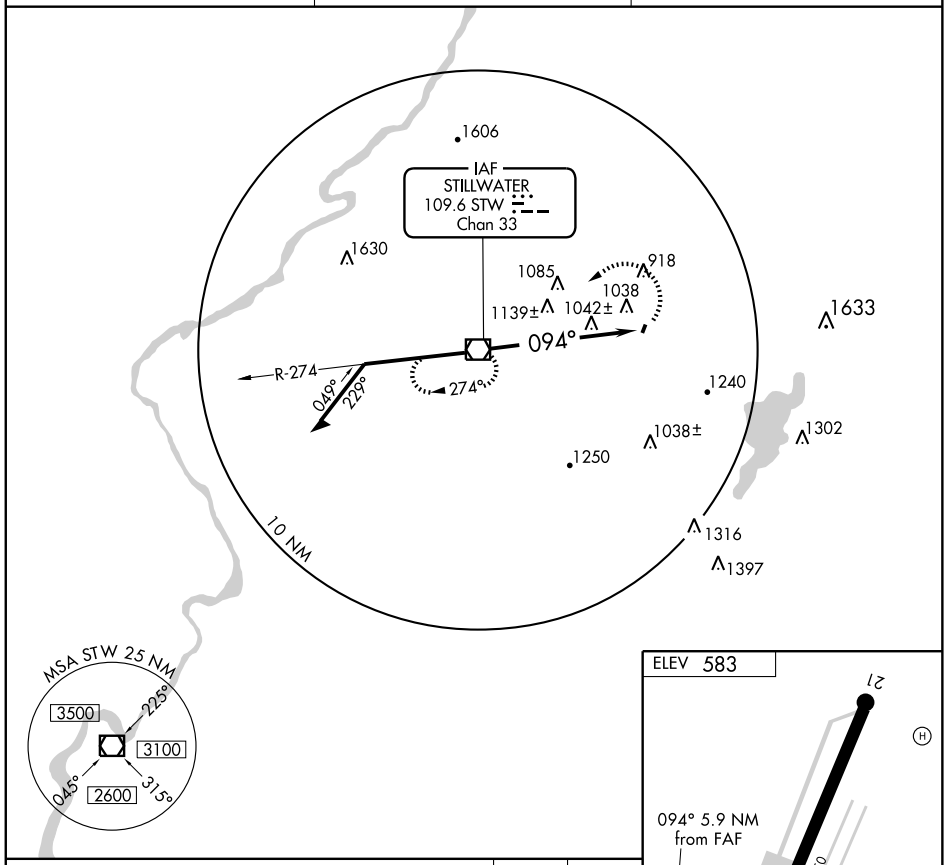
VOR-A

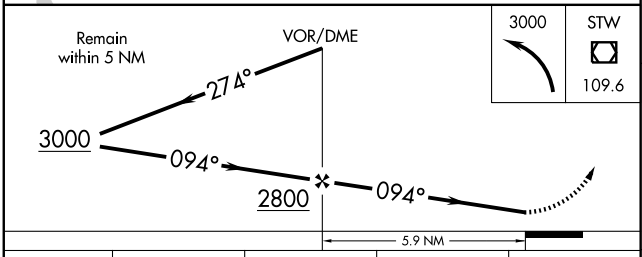
ANDOVER / AEROFLEX-ANDOVER (12N)

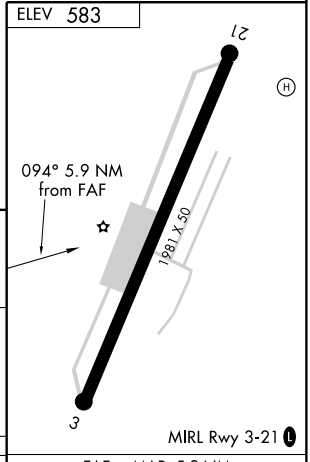
Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Caldwell altimeter setting and increase MDA 120 feet.

MISSED APPROACH: Climbing left turn to 3000 direct STW VOR/DME and hold.

NEW YORK APP CON	UNICOM	
127.6 379.9	122.8 (CTAF)	122.85 L







CATEGORY	A	B	C	D
CIRCLING	1560-1¼ 977 (1000-1¼)	NA		

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

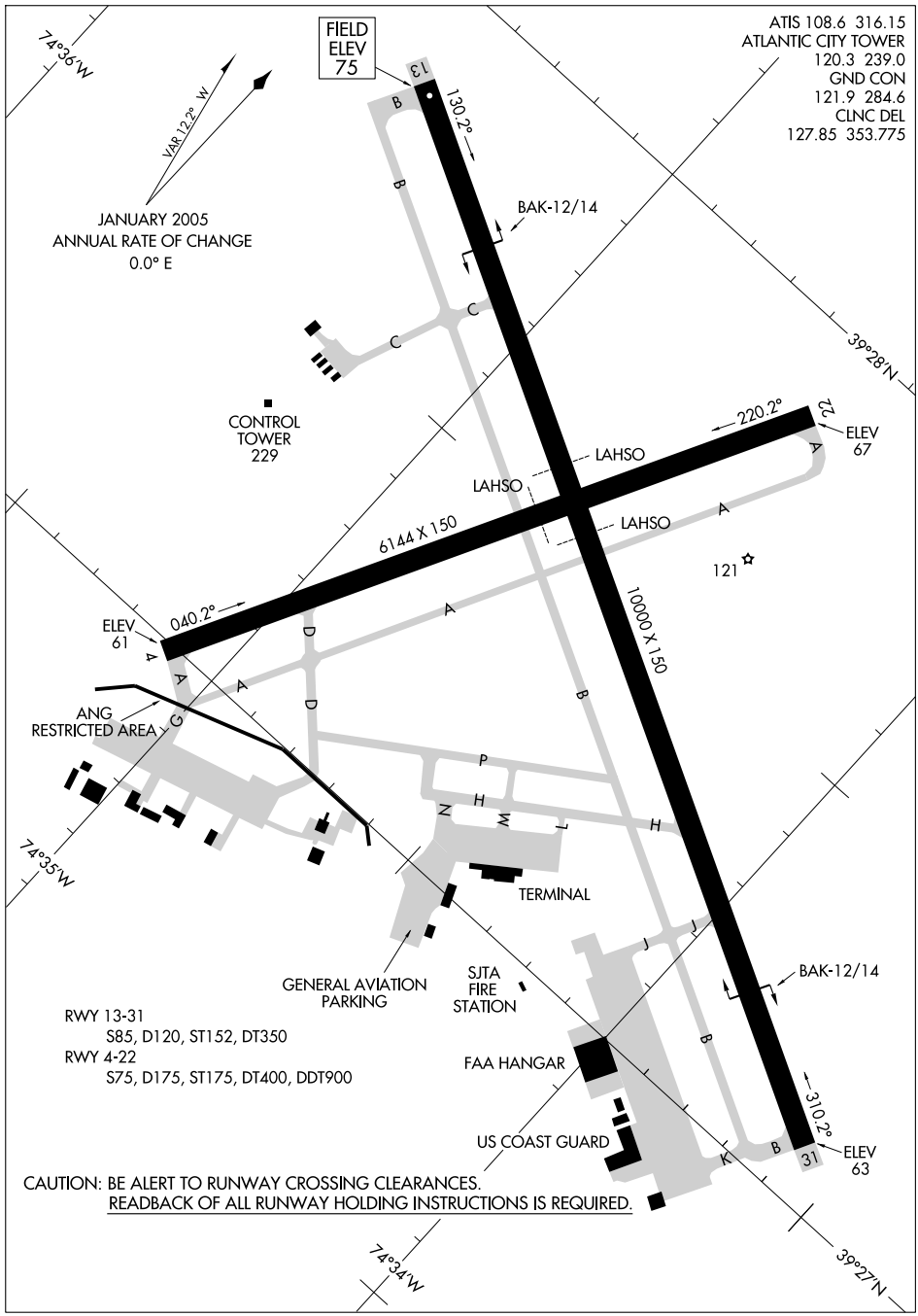
NE-2. 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-669 (FAA)

ATLANTIC CITY INTL (ACY)

ATLANTIC CITY, NEW JERSEY



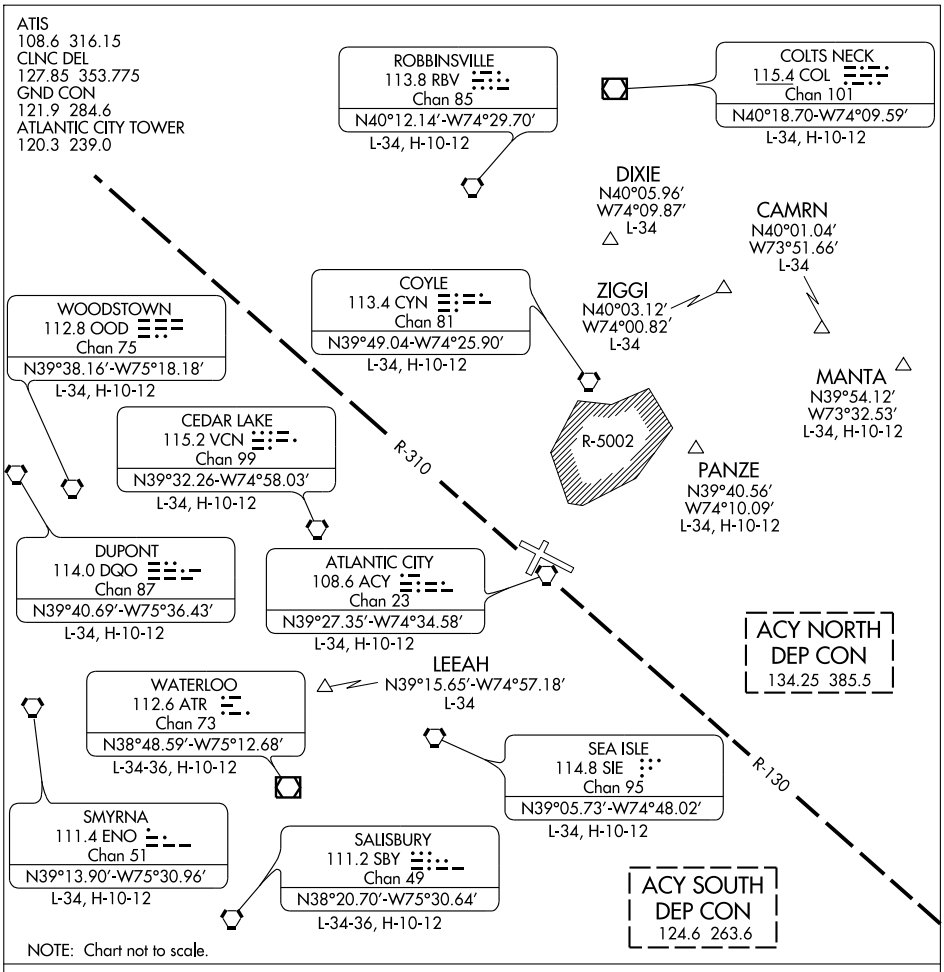
RWY 13-31
S85, D120, ST152, DT350
RWY 4-22
S75, D175, ST175, DT400, DDT900

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 03 JUN 2010 to 01 JUL 2010

ATLANTIC CITY ONE DEPARTURE

ATLANTIC CITY INTL (ACY)
ATLANTIC CITY, NEW JERSEY



DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for radar vectors to filed/assigned route or depicted fix, maintain 2,000' or assigned altitude. Expect clearance to filed altitude ten minutes after departure.

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where your first NAVAID/FIX/Route is located or as assigned.

NE-2, 03 JUN 2010 to 01 JUL 2010

ATLANTIC CITY, NEW JERSEY

AL-669 (FAA)

LOC/DME I-PVO	APP CRS	Rwy Idg	10000
109.1	128°	TDZE	75
Chan 28		Apt Elev	75

COPTER ILS or LOC/DME RWY 13

ATLANTIC CITY INTL (ACY)

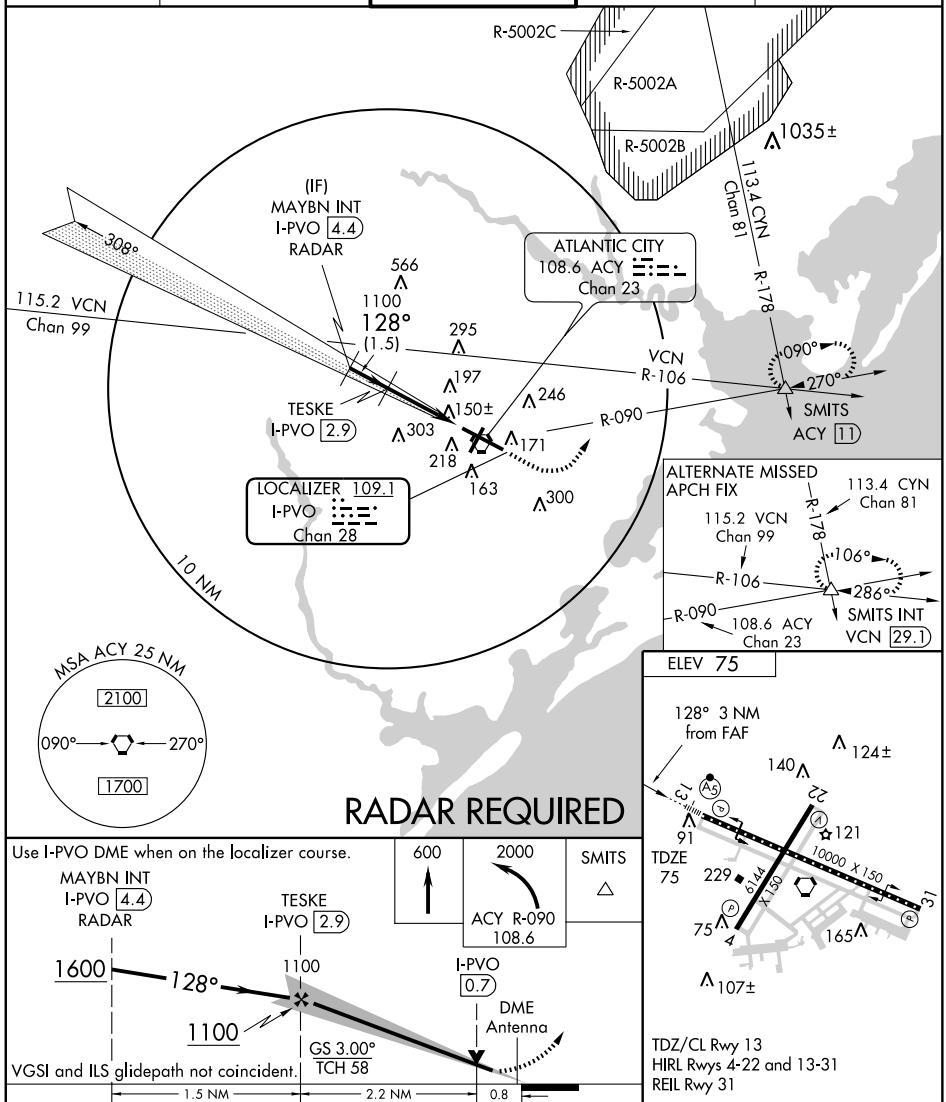
NA

ASR

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775



TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

CATEGORY	COPTER
H-ILS 13	275/12 200 (200-½)
H-LOC 13	400/24 325 (400-½)

FAF to MAP 3 NM					
Knots	45	60	75	90	105
Min:Sec	4:00	3:00	2:24	2:00	1:43

NE-2. 03 JUN 2010 to 01 JUL 2010

HI-ILS or LOC RWY 13

LOC/DME I-PVO	APCH CRS	Rwy ldg	10,000
109.1	128°	TDZE	75
Chan 28		Arpt Elev	75

JAL-669 [USAF]

ATLANTIC CITY INTL (KACY)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
* * When ALS inop, increase RVR to 50 and vis to 1 mile.

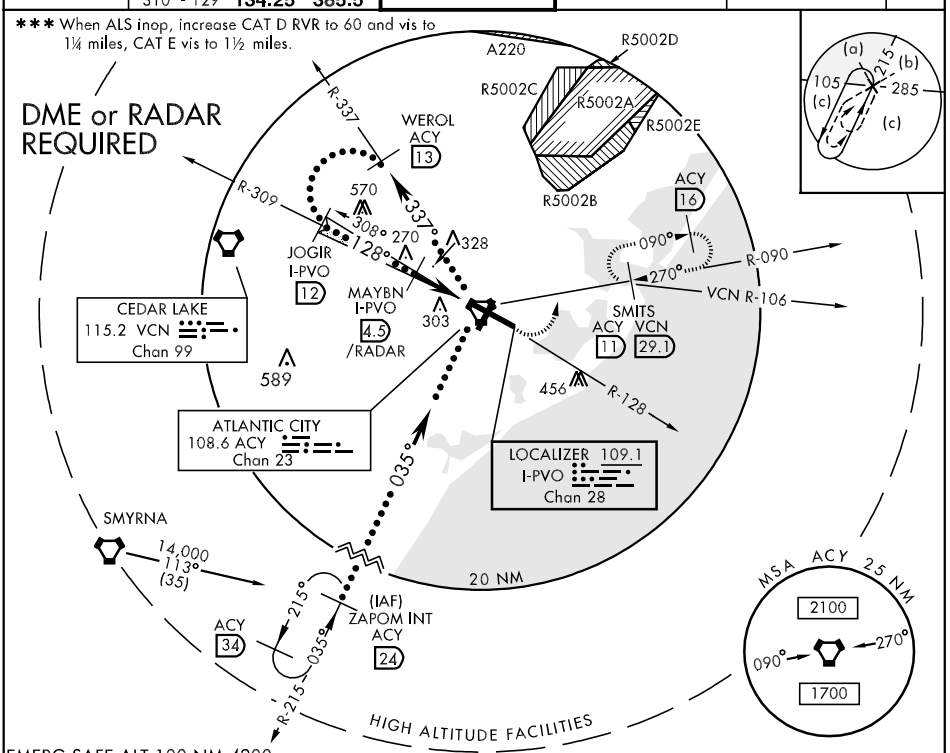
MALSR (A5)

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold; or when directed by ATC, climb to 600 then climbing left turn to 2000 via heading 076° and VCN R-106 to SMITS INT/VCN 29.1 DME and hold E, RT, hdg 286° inbound.

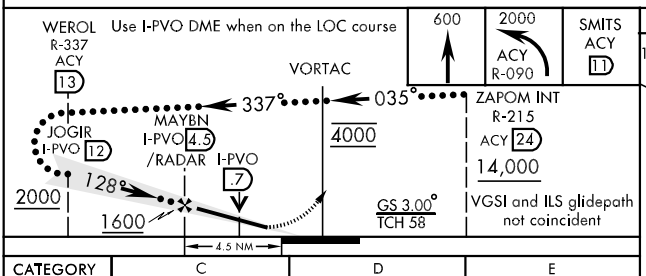
ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL	ASR
108.6	130°- 309° 124.6 327.125 310°- 129° 134.25 385.5	120.3 239.0	121.9 284.6	127.85 353.775	

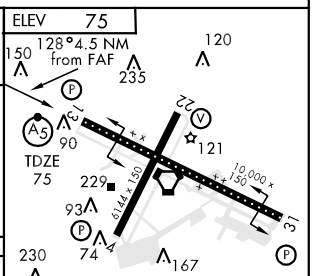
*** When ALS inop, increase CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

DME or RADAR REQUIRED



EMERG SAFE ALT 100 NM 4200





CATEGORY	C	D	E
S-ILS 13 *	275/18 200	(200-½)	275/24 200 (200-½)
S-LOC 13**	400/24 325 (400-½)	400/40 325	(400-¾)
CIRCLING	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)
*** S-ASR 13	480/40 405 (500-¾)	480/50 405	(500-1)

REIL Rwy 31
HIRL Rwy 4-22 and 13-31
TDZL/CL Rwy 13

FAF to MAP 4.5 NM

Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

39°27'N-74° 35'W

VORTAC ACY	APCH CRS	Rwy ldg 10,000
108.6	302°	TDZE 63
Chan 23		Arpt Elev 75

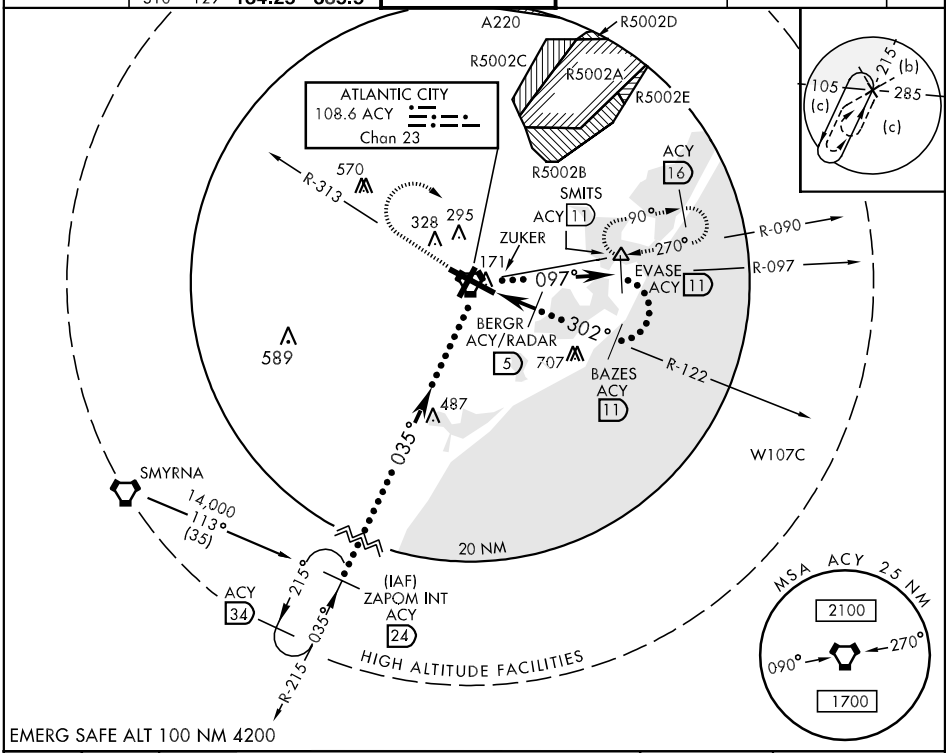
HI-VOR/DME or TACAN RWY 31

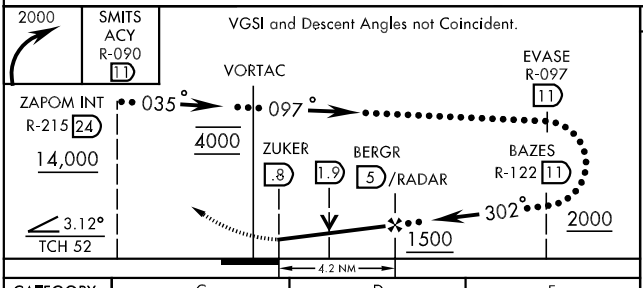
JAL-669 [USAF]

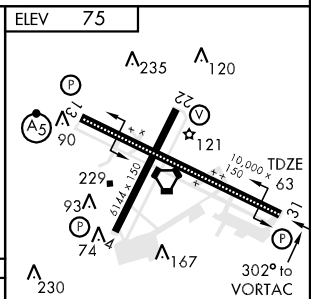
ATLANTIC CITY INTL (KACY)

MISSED APPROACH:
Climbing right turn to 2000 via heading 120° and ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL	ASR
108.6	130°- 309° 124.6 327.125 310°- 129° 134.25 385.5	120.3 239.0	121.9 284.6	127.85 353.775	







CATEGORY	C	D	E
S-31	480-1¼ 417 (500-1¼)		480-1½ 417 (500-1½)
CIRCLING	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)
S-ASR 31	480-1¼ 417 (500-1¼)		480-1½ 417 (500-1½)

REIL Rwy 31
HIRL Rwy 4-22 and 13-31
TDZL/CL Rwy 13

39°27'N-74° 35'W

ATLANTIC CITY, NEW JERSEY

AL-669 (FAA)

ILS or LOC/DME RWY 31

ATLANTIC CITY INTL (ACY)

LOC/DME I-ACY	APP CRS	Rwy Idg	10000
109.10	308°	TDZE	63
Chan 28		Apt Elev	75

ASR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 130° and via ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775

R-5002A R-5002B 1035 ± 113.4 CYN Chan 81

ALTERNATE MISSED APCH FIX

SMITS VCN 29.1 108.6 ACY Chan 23 106° R-090 286° R-106 R-178 113.4 CYN Chan 81 115.2 VCN Chan 99

566 ATLANTIC CITY 108.6 ACY Chan 23

115.2 VCN Chan 99 295 R-106 090° 270°

197 246 303 R-090 SMITS ACY 11

LOCALIZER 109.10 I-ACY Chan 28

218 171 178 163 300

3000 to STEVV 127° (11.8)

PRSTY I-ACY 6.7 (6.1)

1700 308° 128° 1 min 308° 128°

(IF/IAF) STEVV I-ACY 12.8

Holding NA at STEVV for Cat E, Radar Required.

10 NM

MSA ACY 25 NM 2100 090° 270° 1700

DME REQUIRED

W-107C

ELEV 75

124± 140 22 121 91 10000 X 150 229 6144 X 150 31 75 165 TDZE 63 107±

308° 4.9 NM from FAF

500 2000 HDG 130° ACY R-090 108.6 SMITS

Use I-ACY DME when on localizer course. VGSI and ILS glidepath not coincident.

One Minute Holding Pattern

STEVV I-ACY 12.8 PRSTY I-ACY 6.7 1700 I-ACY 1.8 I-ACY 3 308° 128° 2000 308° 1700 GS 3.00° TCH 52

1.2 3.7 NM 6.1 NM

CATEGORY	A	B	C	D	E
S-ILS 31	263-¾ 200 (200-¾)				
S-LOC 31	520-1 457 (500-1)		520-1¼ 457 (500-1¼)	520-1½ 457 (500-1½)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PVO	APP CRS	Rwy Idg 10000
109.1	128°	TDZE 75
Chan 28		Apt Elev 75

ILS or LOC RWY 13

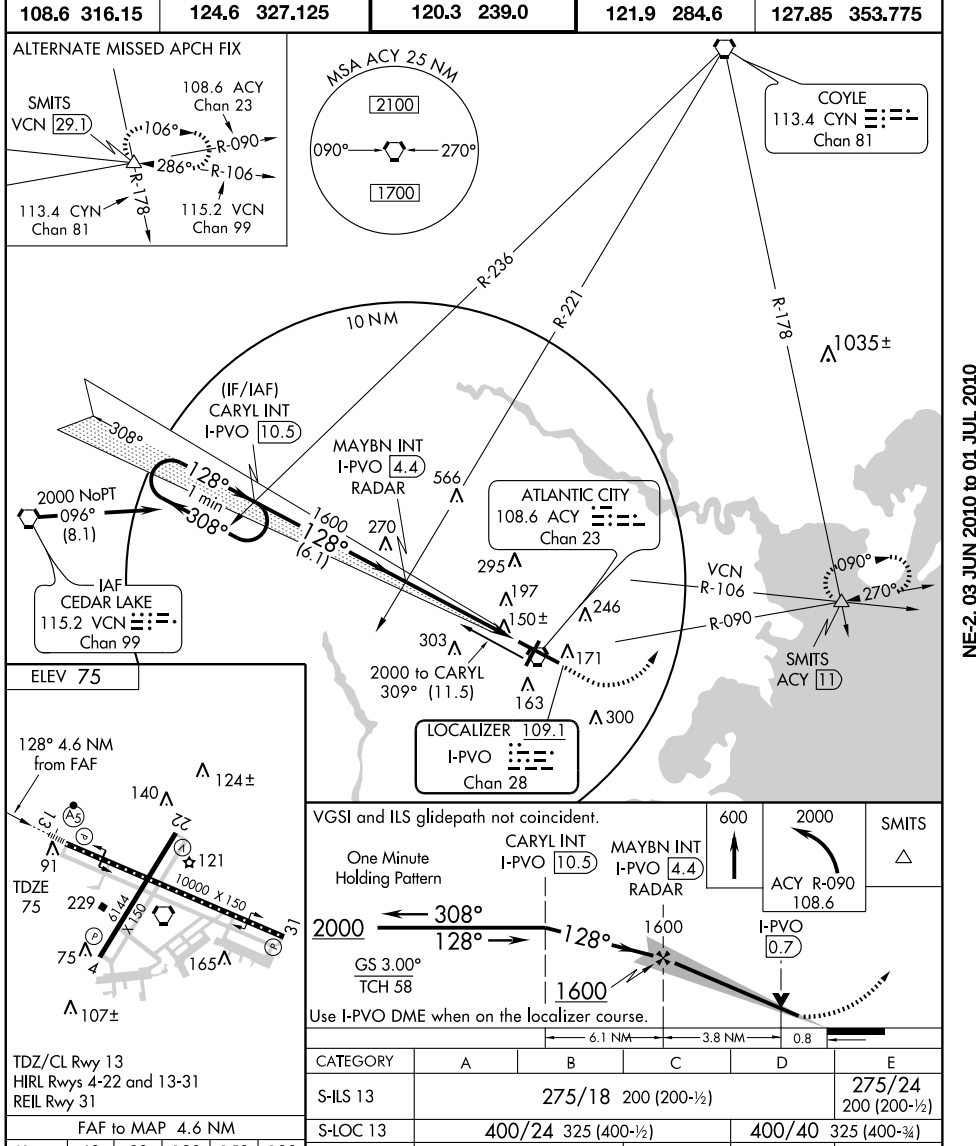
ATLANTIC CITY INTL (ACY)

ASR For inoperative MALSR, increase S-ILS 13 Cat E visibility to RVR 4000, increase S-LOC 13 Cat D visibility to RVR 5000, and Cat E to RVR 6000.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775



TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D	E
S-ILS 13	275/18 200 (200-½)				275/24 200 (200-½)
S-LOC 13	400/24 325 (400-½)			400/40 325 (400-¾)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6144
038°	TDZE	68
	Apt Elev	75

RNAV (GPS) RWY 4

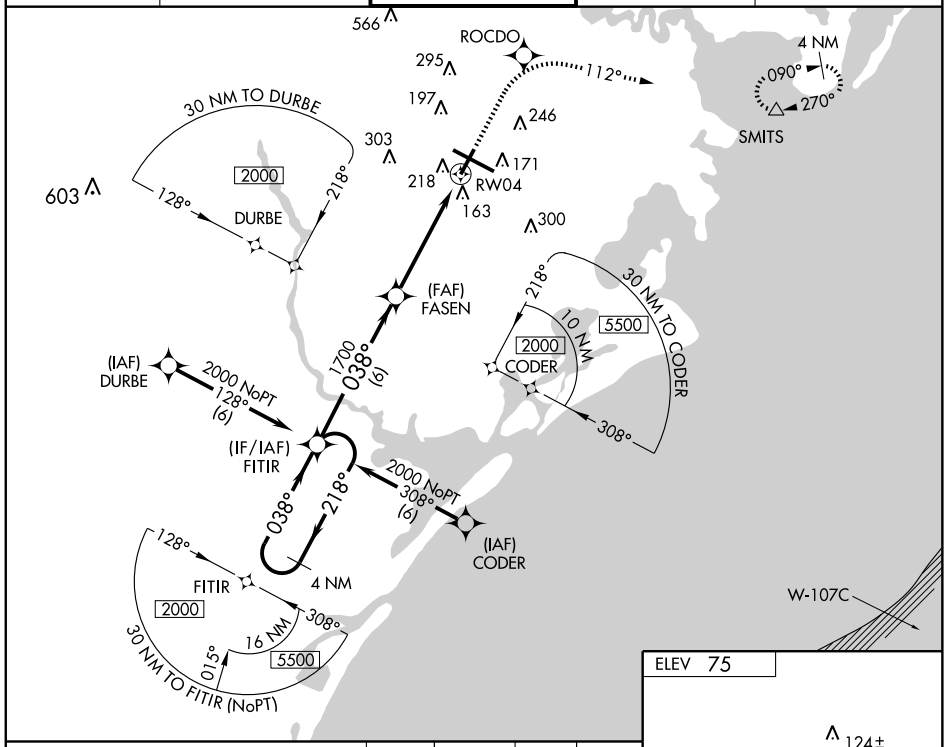
ATLANTIC CITY INTL (ACY)

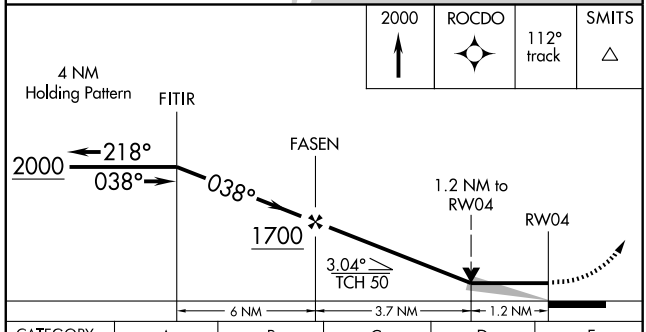
ASR

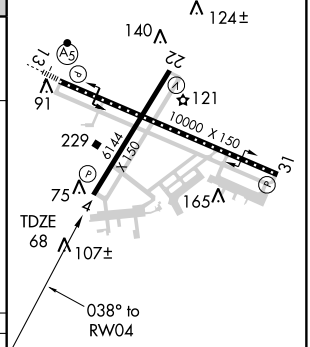
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct ROCDO and via 112° track to SMITS and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







CATEGORY	A	B	C	D	E
LNAV MDA	480-1 412 (500-1)		480-1¼ 412 (500-1¼)		480-1½ 412 (500-1½)
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy ldg 10000
CH 45513	128°	TDZE 75
W13A		Apt Elev 75

RNAV (GPS) RWY 13
ATLANTIC CITY INTL (ACY)

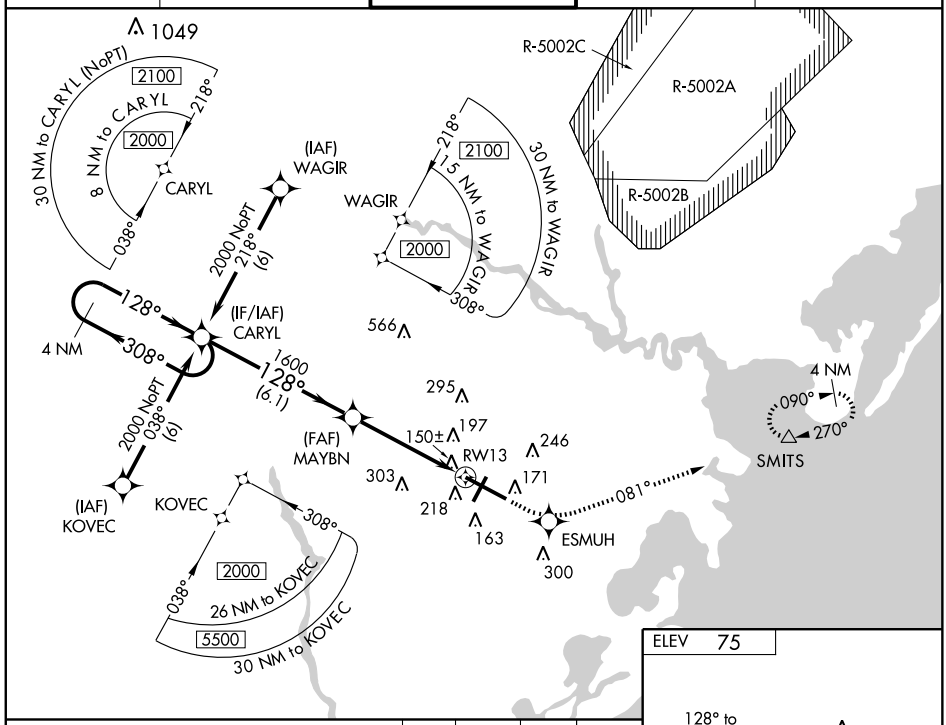
ASR

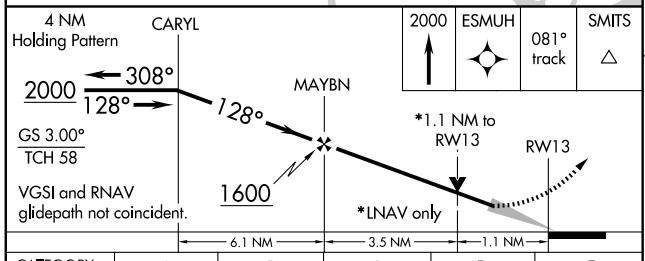
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

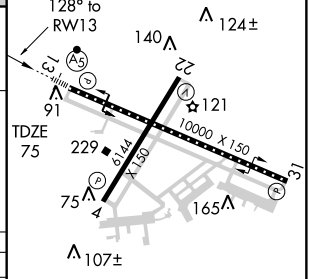
MALSR

MISSED APPROACH: Climb to 2000 direct ESMUH and via 081° track to SMITS and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







CATEGORY	A	B	C	D	E
LPV DA	375/24 300 (300-½)				
LNAV/VNAV DA	486/50 411 (500-1)				
LNAV MDA	480/24 405 (500-½)		480/40 405 (500-¾)	480/50 405 (500-1)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy ldg	6144
CH 40013	218°	TDZE	68
W22A		Apt Elev	75

RNAV (GPS) RWY 22
ATLANTIC CITY INTL (ACY)

ASR

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2000 direct FASEN and via 273° track to TUBER and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775

RADAR REQUIRED WHEN R-5002B IS ACTIVE.

R-5002C
R-5002A
R-5002B

(IAF) OSBAW
1800
128°
(6)

1600
218°
(2.9)
(IF) JESWI

1100
218°
(3.1)
HONAV

(FAF) EFEWY

RW22

603
566
295
197
246
303
218
171
163
300

CEDAR LAKE VCN
1800
079°
(18.3)

Procedure NA for arrival at VCN VORTAC on airway radials 066 CW 115.

MSA RW 22 25 NM
2100

TUBER
273°
(5.5)
FASEN
017°
197°
4 NM

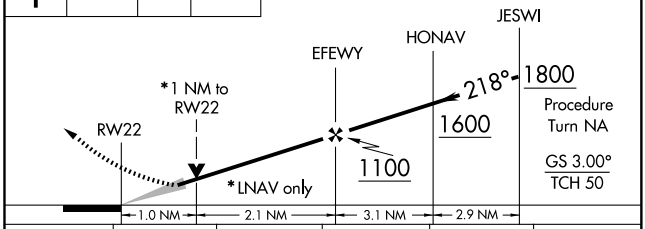
ELEV 75

218° to RW22

124±
140
22
TDZE 68
121
91
133
229
6144 X 150
10000 X 150
31
75
4
165
107±

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

2000	FASEN	TRK 273°	TUBER



CATEGORY	A	B	C	D	E
LPV DA	326-1 258 (300-1)				
LNAV/VNAV DA	390-1 322 (400-1)				390-1¼ 322 (400-1¼)
LNAV MDA	440-1 372 (400-1)			440-1¼ 372 (400-1¼)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy ldg 10000
CH 50113	308°	TDZE 63
W31A		Apt Elev 75

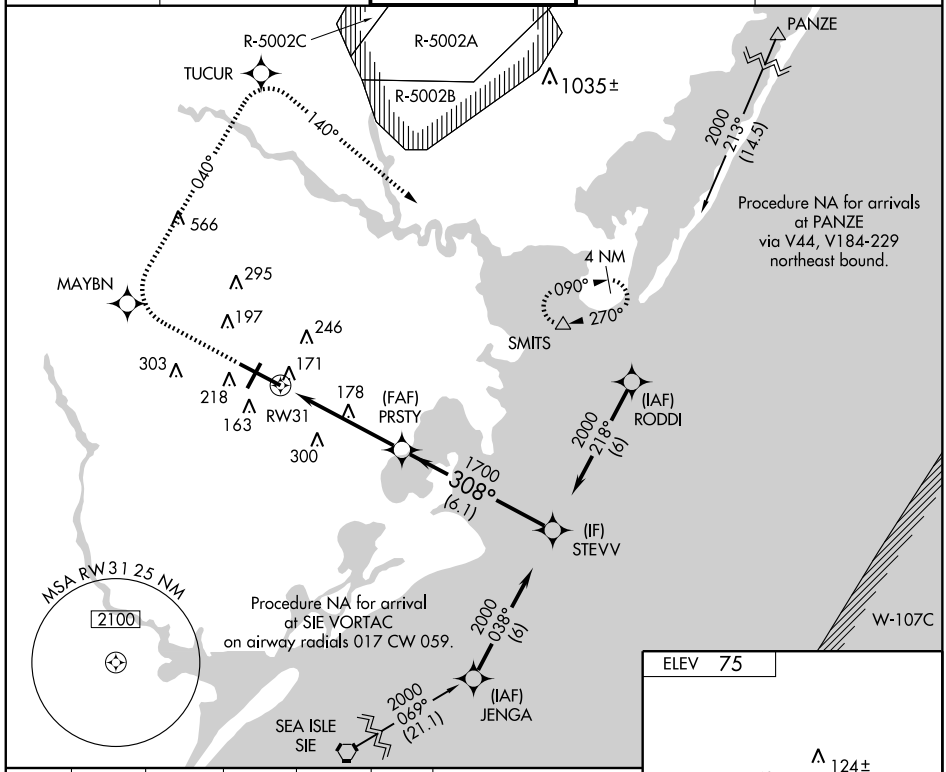
RNAV (GPS) RWY 31
ATLANTIC CITY INTL (ACY)

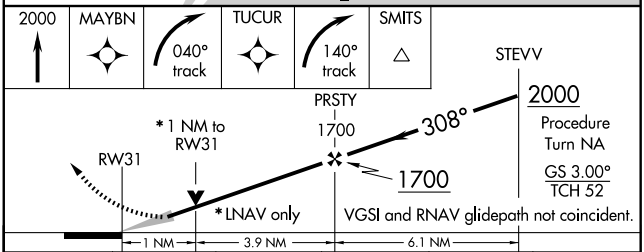
ASR

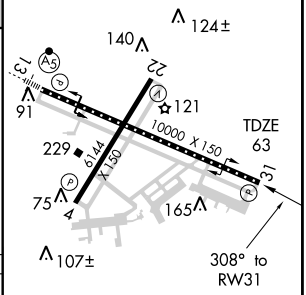
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 2000 direct MAYBN and right turn via 040° track to TUCUR and right turn via 140° track to SMITS and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







CATEGORY	A	B	C	D	E
LPV DA	339-1 276 (300-1)				
LNAV/VNAV DA	421-1¼ 358(400-1¼)				
LNAV MDA	440-1 377 (400-1)			440-1¼ 377 (400-1¼)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2. 03 JUN 2010 to 01 JUL 2010

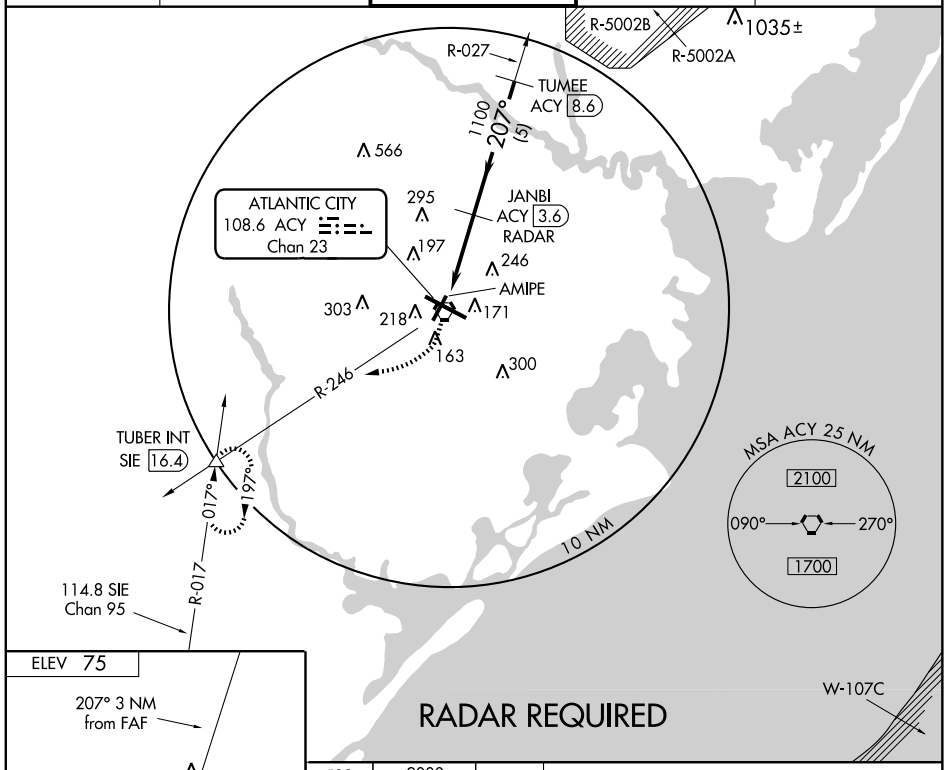
VORTAC ACY	APP CRS	Rwy ldg 6144
108.6 Chan 23	207°	TDZE 68
		Apt Elev 75

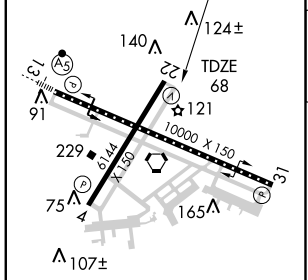
VOR/DME RWY 22
ATLANTIC CITY INTL (ACY)

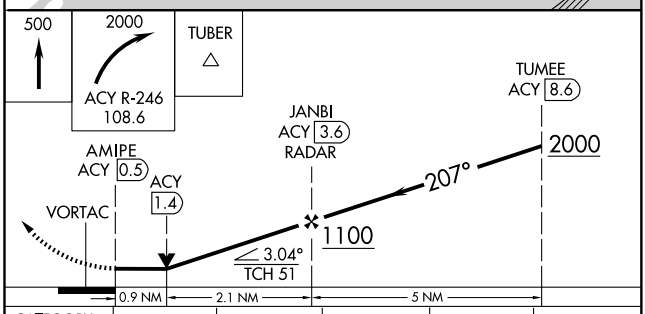
ASR

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via ACY R-246 to TUBER INT/SIE 16.40 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







CATEGORY	A	B	C	D	E
S-22	400-1 332 (400-1)				400-1¼ 332 (400-1¼)
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2. 03 JUN 2010 to 01 JUL 2010

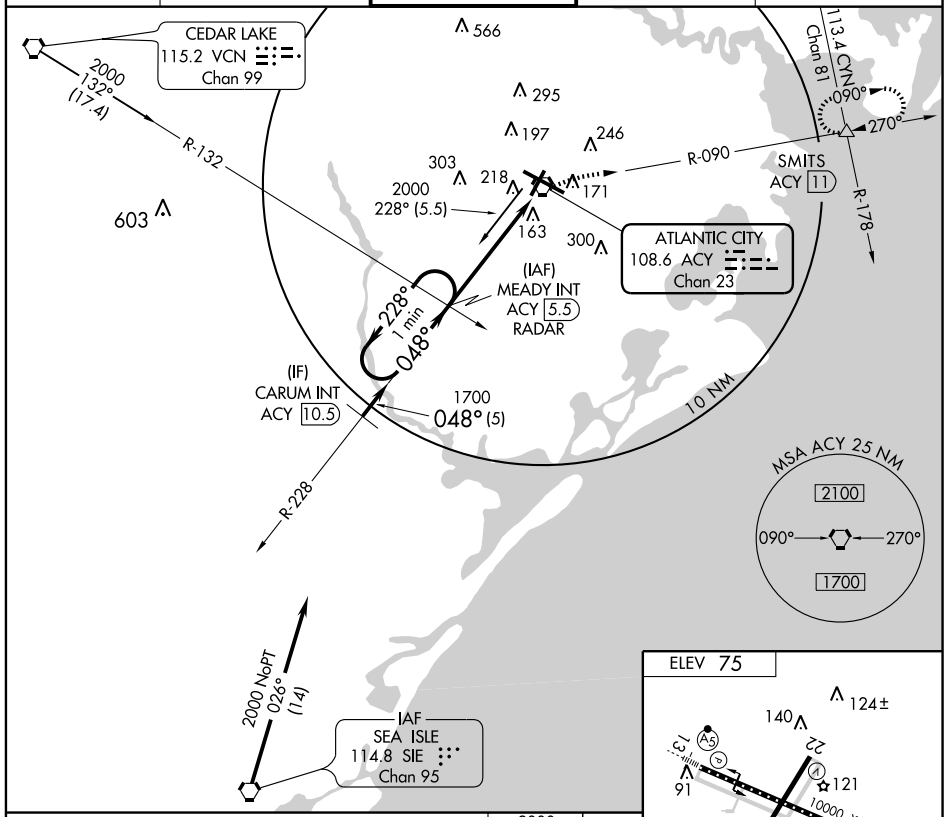
VORTAC ACY	APP CRS	Rwy ldg 6144
108.6	048°	TDZE 68
Chan 23		Apt Elev 75

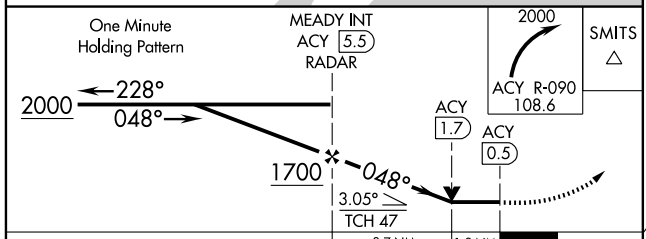
VOR RWY 4
ATLANTIC CITY INTL (ACY)

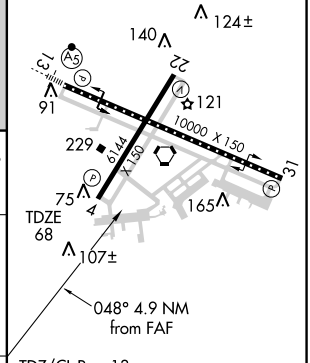
ASR

MISSED APPROACH: Climbing right turn to 2000 via ACY R-090 to SMITS INT/11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

CATEGORY	A	B	C	D	E
S-4	480-1 412 (500-1)		480-1¼ 412 (500-1¼)		480-1½ 412 (500-1½)
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC ACY	APP CRS	Rwy Idg 10000
108.6	133°	TDZE 75
Chan 23		Apt Elev 75

VOR RWY 13
ATLANTIC CITY INTL (ACY)

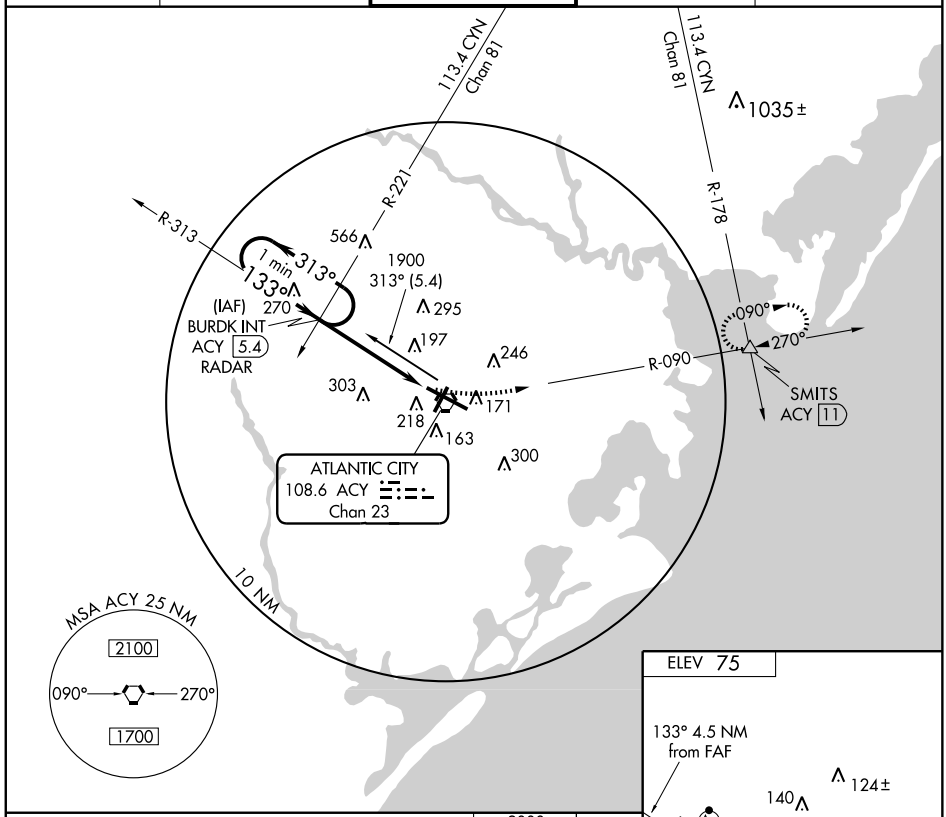
ASR

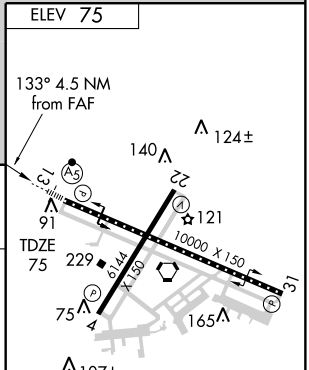
For inoperative MALSR, increase S-13 Cat D visibility to RVR 6000 and Cat E to 1½.

MALSR

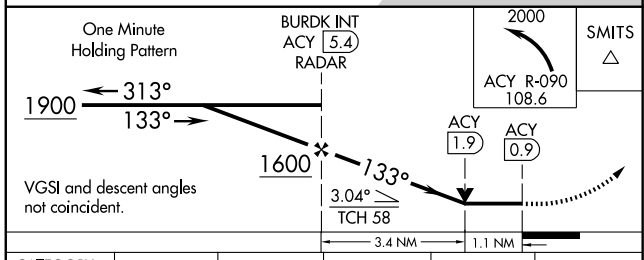
MISSED APPROACH: Climbing left turn to 2000 via ACY R-090 to SMITS INT/11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775





TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



FAF to MAP 4.5 NM

CATEGORY	A	B	C	D	E
S-13	480/24	405 (500-½)	480/40 405 (500-¾)	480/50	405 (500-1)
CIRCLING	540-1	465 (500-1)	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC ACY	APP CRS	Rwy Idg 10000
108.6	302°	TDZE 63
Chan 23		Apt Elev 75

VOR RWY 31
ATLANTIC CITY INTL (ACY)

ASR

MISSED APPROACH: Climbing right turn to 2000 via heading 120° and ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775

R-5002A
R-5002B
1035±
MSA ACY 25 NM
2100
090° 270°
1700
113.4 CYN Chan 81
R-178
R-195
566
295
197
246
303
218
171
163
300
090°
270°
R-090
(IAF) SMITS INT ACY 11 RADAR
BERGR INT ACY 5 RADAR
2000 ACY 11 Arc
ATLANTIC CITY 108.6 ACY Chan 23
ZUKER ACY 0.8
1500
302° (6)
(IF) BAZES ACY 11
R-122
R-174
11 NM
R-059
2000 ACY 11 Arc
(IAF) AVALO ACY 11
DME REQUIRED
4500
059° (17.4)
SEA ISLE 114.8 SIE Chan 95
W-107C

ELEV 75
124±
140
22
13
91
121
TDZE 63
10000 X 150
6144 X 150
229
31
75
165
107±
302° 4.2 NM from FAF

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

2000
HDG 120° ACY R-090 108.6
SMITS △
VGSI and descent angles not coincident.

BAZES ACY 11
BERGR INT ACY 5 RADAR
ACY 1.9
ZUKER ACY 0.8
2000
302°
1500
3.12° TCH 52
Procedure Turn NA
1.1 NM 3.1 NM 6 NM

CATEGORY	A	B	C	D	E
S-31	480-1	417 (500-1)	480-1¼	417 (500-1¼)	480-1½ 417 (500-1½)
CIRCLING	540-1	465 (500-1)	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	7873
144°	TDZE	159
	Apt Elev	159

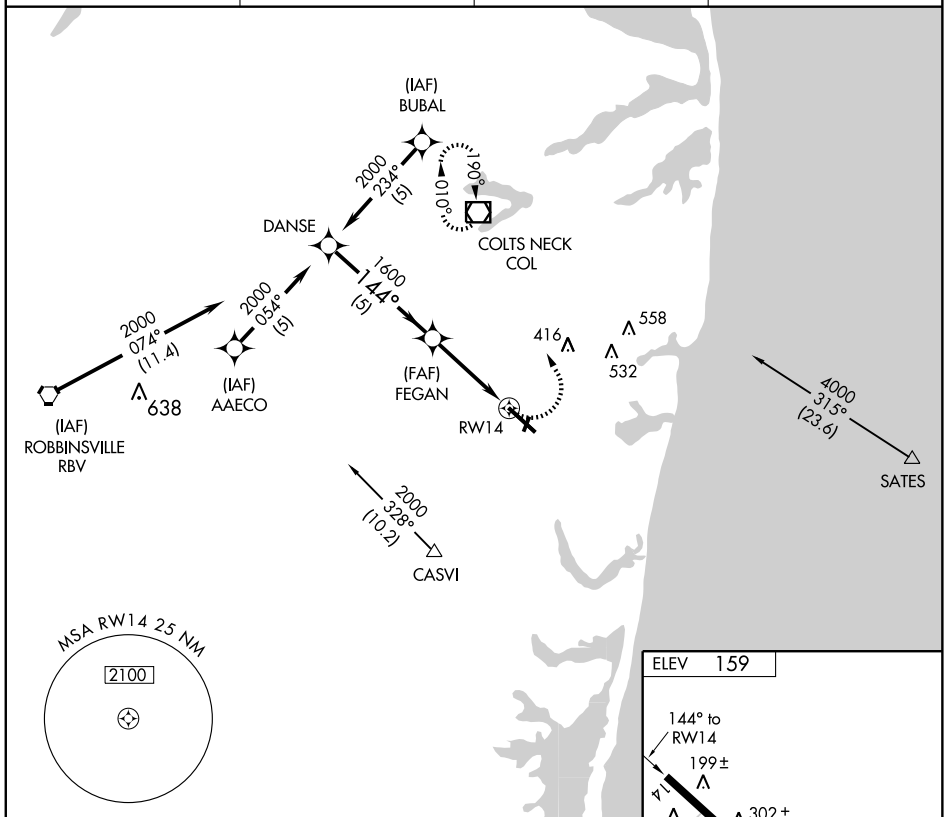
GPS RWY 14

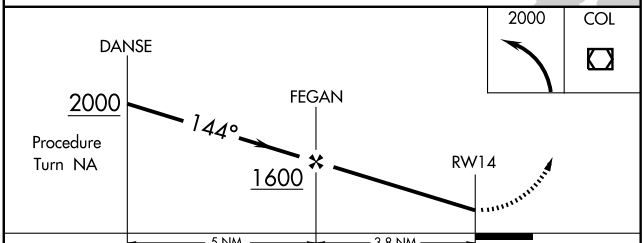
BELMAR / MONMOUTH EXECUTIVE (BLM)

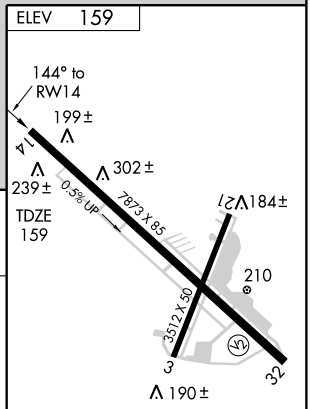
NA — Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

AWOS-3	McGUIRE APP CON	CLNC DEL	UNICOM
121.625	124.15 363.8	126.15	123.0 (CTAF)







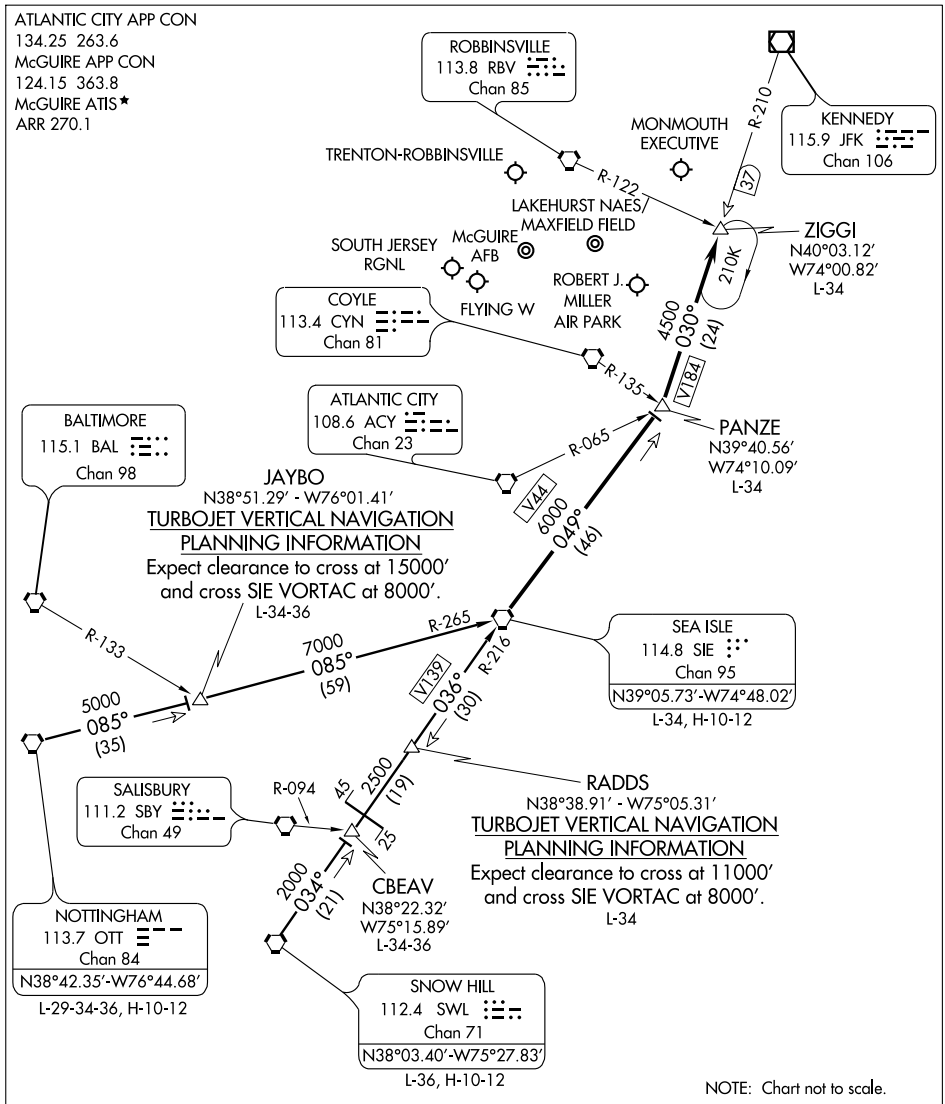
CATEGORY	A	B	C	D
S-14	560-1 401 (500-1)		560-1¼ 401 (500-1¼)	
CIRCLING	620-1 461 (500-1)		620-1½ 461 (500-1½)	720-2 561 (600-2)

MIRL Rwy 14-32
REIL Rwys 14 and 32

NE-2. 03 JUN 2010 to 01 JUL 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

VORTAC RBV 113.8 Chan 85	APP CRS 103°	Rwy Idg N/A TDZE N/A Apt Elev 159

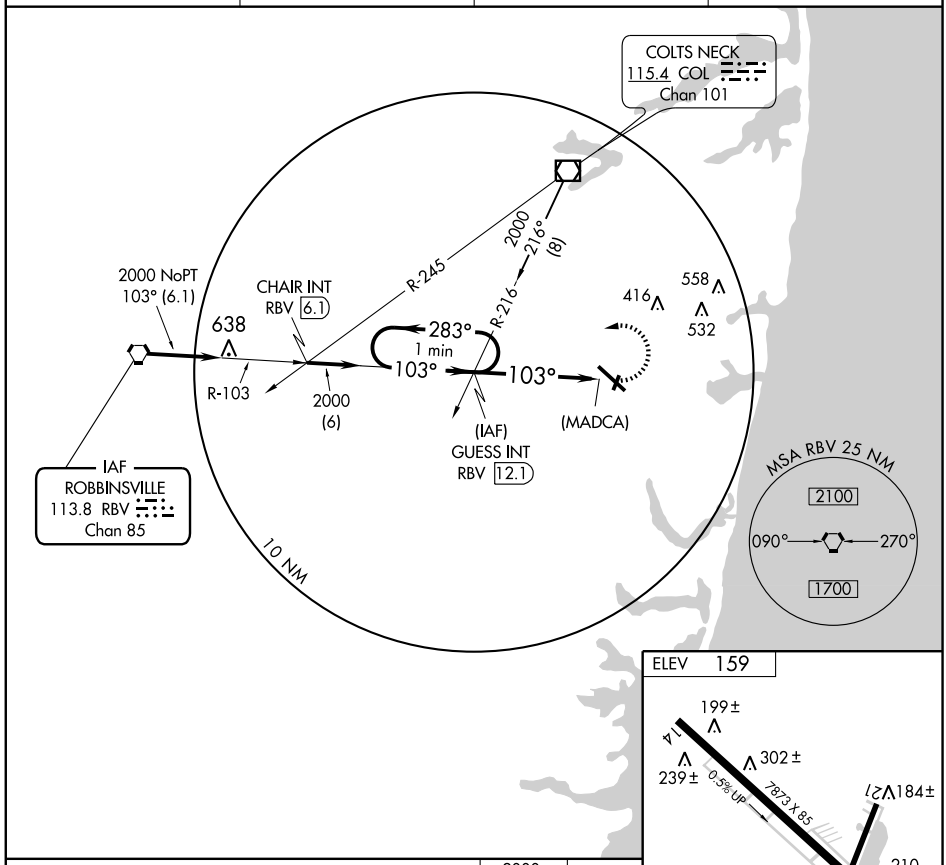
VOR or GPS-A

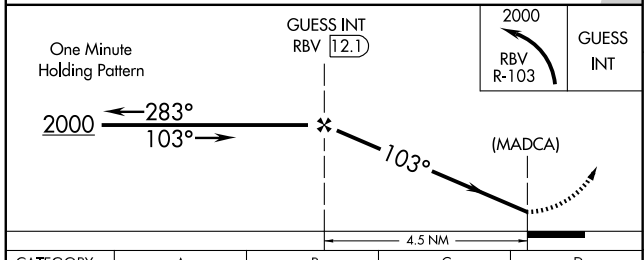
BELMAR / MONMOUTH EXECUTIVE (BLM)

▼ NA — Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing left turn to 2000 via RBV R-103to GUESS Int and hold.

AWOS-3	McGUIRE APP CON	CLNC DEL	UNICOM
121.625	124.15 363.8	126.15	123.0 (CTAF)





MIRL Rwy 14-32
REIL Rwys 14 and 32

CATEGORY	A	B	C	D
CIRCLING	620-1 461 (500-1)		620-1½ 461 (500-1½)	720-2 561 (600-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2354
050°	TDZE	150
	Apt Elev	150

RNAV (GPS) RWY 5

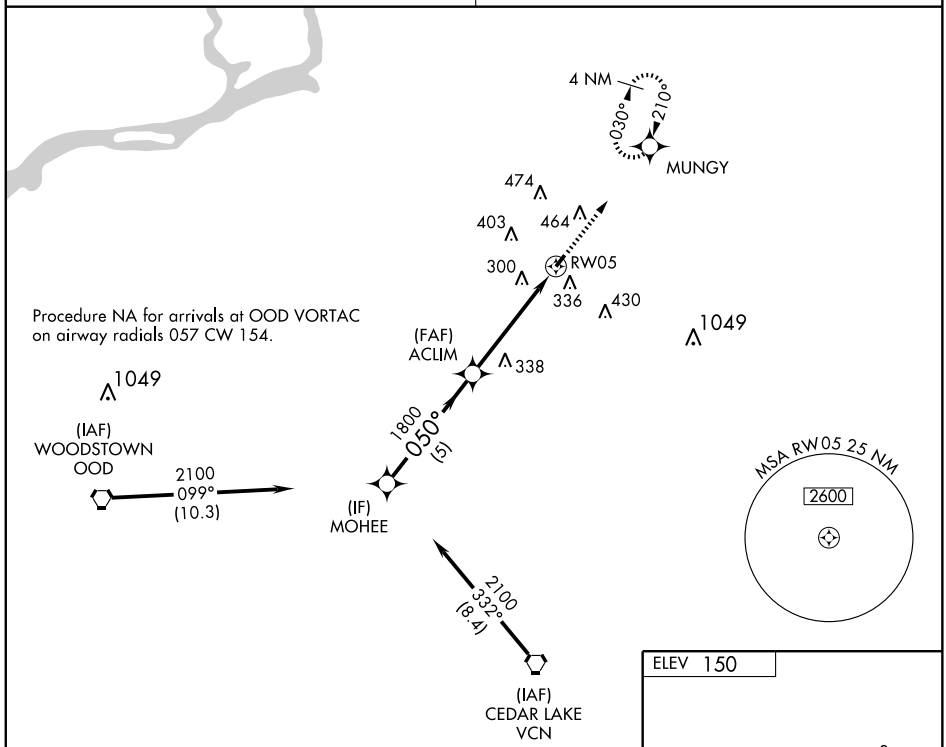
BERLIN / CAMDEN COUNTY (19N)

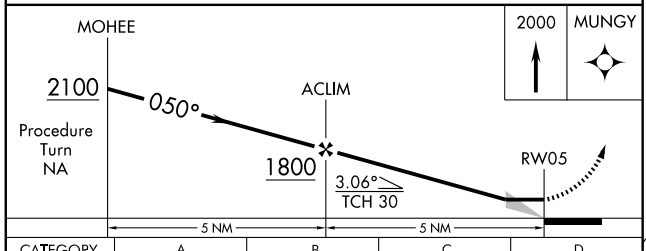
Inoperative table does not apply. DME/DME RNP-0.3 NA. Use Mount Holly altimeter setting; if not received use Philadelphia Intl altimeter setting and increase all MDAs 20 feet.

NA

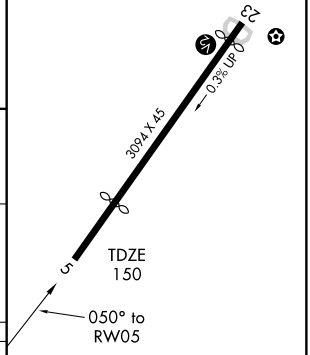
MISSED APPROACH: Climb to 2000 direct MUNGY and hold.

MCGUIRE APP CON	UNICOM
124.15 363.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	680-1 530 (600-1)		NA	
CIRCLING	860-1 710 (800-1)		NA	



REIL Rwy 5 and 23 L
MIRL Rwy 5-23 L

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2855
230°	TDZE	142
	Apt Elev	150

RNAV (GPS) RWY 23

BERLIN / CAMDEN COUNTY (19N)

Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Mount Holly altimeter setting; if not received use Philadelphia Intl altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climbing right turn to 2000 direct HOLEY and hold.

MCGUIRE APP CON	UNICOM
124.15 363.8	123.0 (CTAF) L

YARDLEY ARD

Procedure NA for arrivals at ARD VOR/DME via V479 Northbound.

2000 171° (12.7)

ROBBINSVILLE RBV

2000 251° (17)

Procedure NA for arrivals at RBV VORTAC on airway radials 238 CW 289.

(IAF) COBUS

2000 201° (5.1)

4 NM

021°

(IF) HOLEY

1800 210° (7.8)

(FAF) MUNGY

230°

474 500 403 300 RW23 336 430 1049

MSA RW23 25 NM

2600

ELEV 150

230° to RW23

TDZE 142

3094 X 45

0.3% UP

2000 HOLEY

MUNGY

HOLEY

2000

210°

Procedure Turn NA

RW23

230°

1800

3.05°

TCH 40

5 NM 7.8 NM

CATEGORY	A	B	C	D
LNAV MDA	840-1	698 (700-1)	NA	
CIRCLING	860-1	710 (800-1)	NA	

REIL Rwy 5 and 23 L

MIRL Rwy 5-23 L

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	013°	TDZE	N/A
Chan 99		Apt Elev	150

VOR-B

BERLIN / CAMDEN COUNTY (19N)

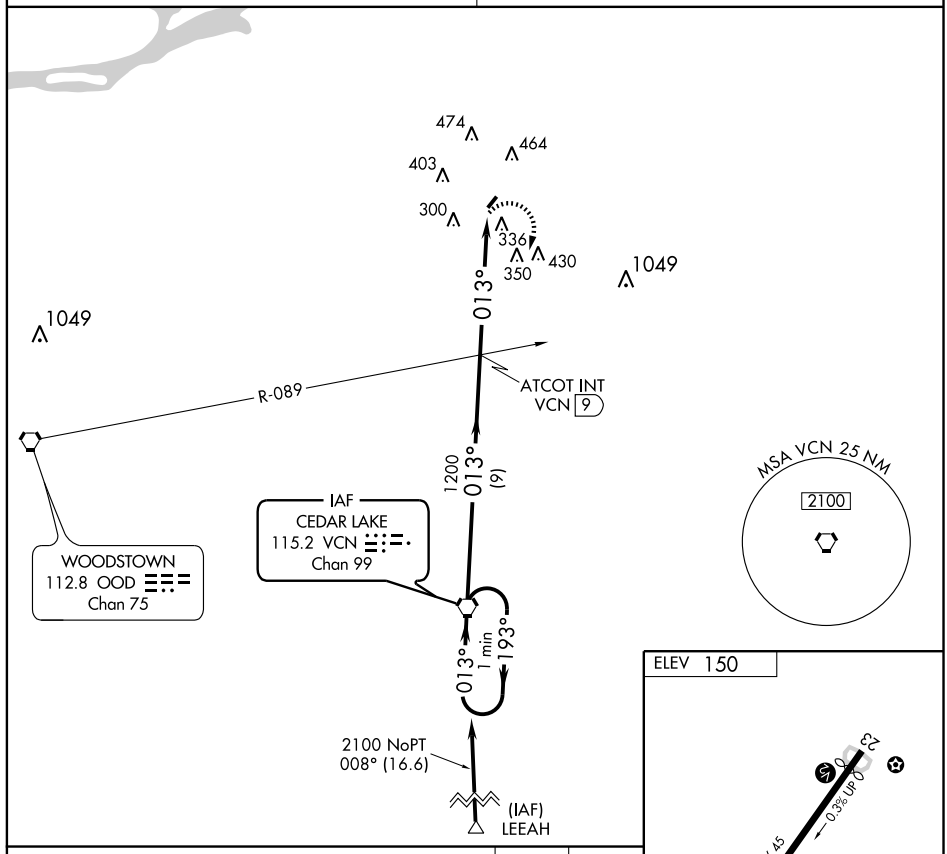
NA

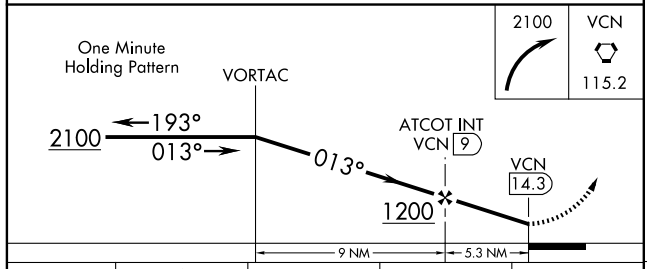
Use Philadelphia Intl altimeter setting.

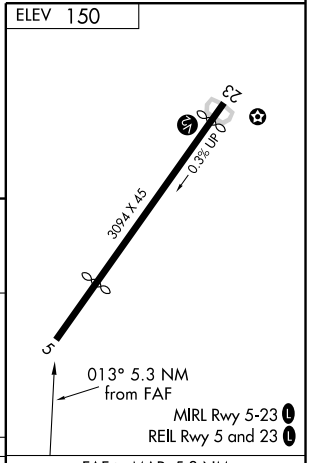
MISSED APPROACH: Climbing right turn to 2100 direct VCN VORTAC and hold.

MCGUIRE APP CON
124.15 363.8

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	720-1 570 (600-1)	NA		

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-2, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 7

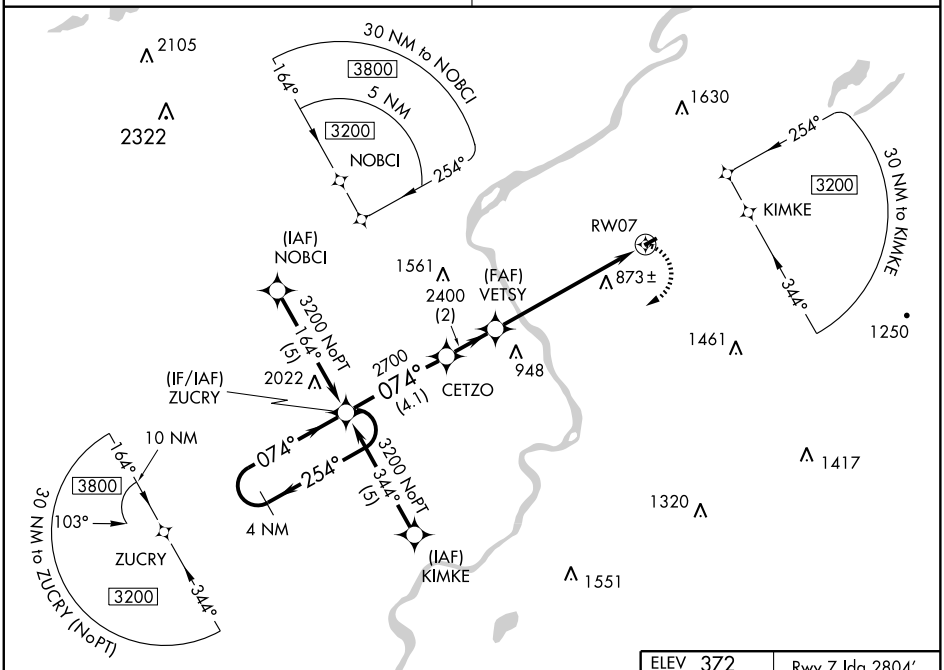
BLAIRSTOWN (1N7)

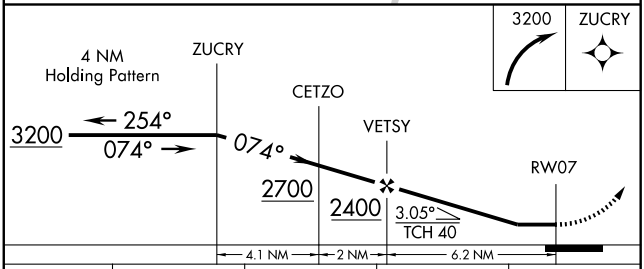
APP CRS		
074°	Rwy Idg	2804
	TDZE	372
	Apt Elev	372

▼ When local altimeter setting not received, use Lehigh Valley altimeter setting. Circling to Rwy 25 NA at night.
⚠ NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3200 direct ZUCRY and hold.

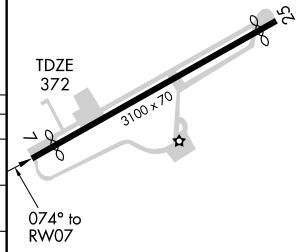
NEW YORK APP CON	UNICOM
127.6 379.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1140-1 768 (800-1)	1140-1¼ 768 (800-1¼)	NA	
CIRCLING	1220-1 848 (900-1)	1280-1¼ 908 (1000-1¼)	NA	
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
LNAV MDA	1420-1¼ 1048 (1100-1¼)	1420-1½ 1048 (1100-1½)	NA	
CIRCLING	1500-1¼ 1128 (1200-1¼)	1560-1½ 1188 (1200-1½)	NA	

ELEV 372
Rwy 7 ldg 2804′
Rwy 25 ldg 2854′



MIRL Rwy 7-25 L

NE-2. 03 JUN 2010 to 01 JUL 2010

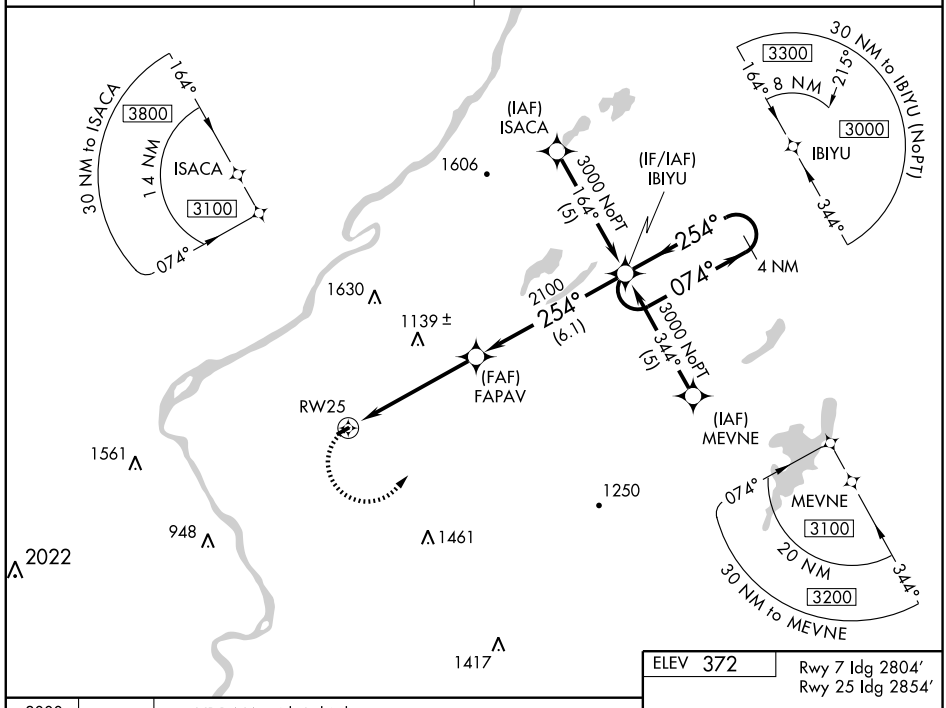
APP CRS	Rwy Idg	2854
254°	TDZE	371
	Apt Elev	372

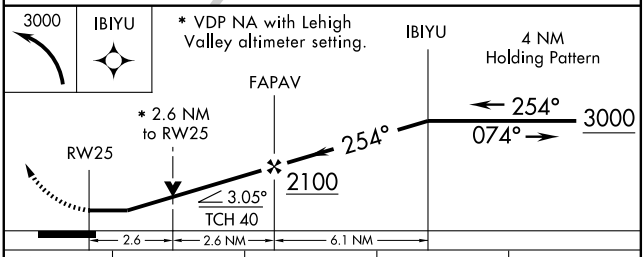
RNAV (GPS) RWY 25
BLAIRSTOWN (1N7)

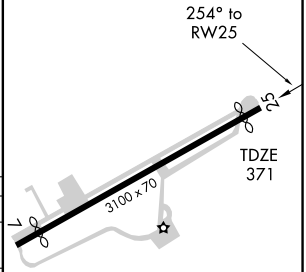
▼ When local altimeter setting not received, use Lehigh Valley altimeter setting. Circling to Rwy 7 NA at night. DME/DME RNP-0.3 NA.
△ NA

MISSED APPROACH: Climbing left turn to 3000 direct IBIYU and hold.

NEW YORK APP CON	UNICOM
127.6 379.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1¼ 889 (900-1¼)		NA	
CIRCLING	1260-1¼ 888 (900-1¼)	1280-1¼ 908 (1000-1¼)	NA	
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 1169 (1200-1¼)	1540-1½ 1169 (1200-1½)	NA	
CIRCLING	1540-1¼ 1168 (1200-1¼)	1560-1½ 1188 (1200-1½)	NA	

MIRL Rwy 7-25 L

NE-2. 03 JUN 2010 to 01 JUL 2010

BLAIRSTOWN, NEW JERSEY

AL-6784 (FAA)

VOR RWY 25

BLAIRSTOWN (1N7)

VOR/DME STW	APP CRS	Rwy Idg	2854
109.6	267°	TDZE	371
Chan 33		Apt Elev	372

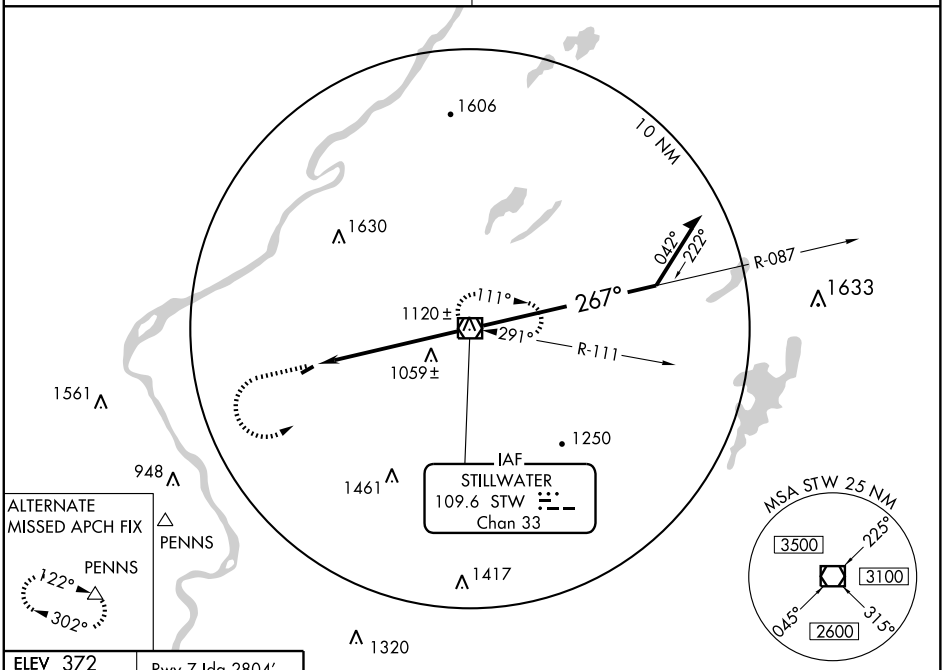
When local altimeter setting not received, use Lehigh Valley altimeter setting.
Circling to Rwy 7 NA at night.

NA

MISSED APPROACH: Climbing left turn to 3000 direct STW VOR/DME and hold.

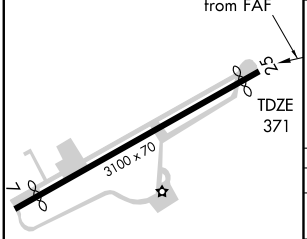
NEW YORK APP CON
127.6 379.9

UNICOM
123.0 (CTAF) L



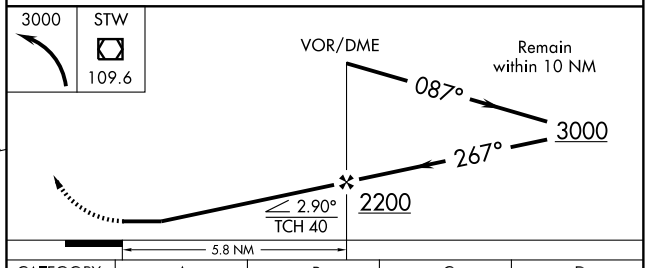
ELEV 372

Rwy 7 Idg 2804′
Rwy 25 Idg 2854′



MIRL Rwy 7-25 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-25	1320-1¼	949 (1000-1¼)	NA	
CIRCLING	1320-1¼	948 (1000-1¼)	NA	
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
S-25	1600-1¼ 1229 (1300-1¼)	1600-1½ 1229 (1300-1½)	NA	
CIRCLING	1600-1¼ 1228 (1300-1¼)	1600-1½ 1228 (1300-1½)	NA	

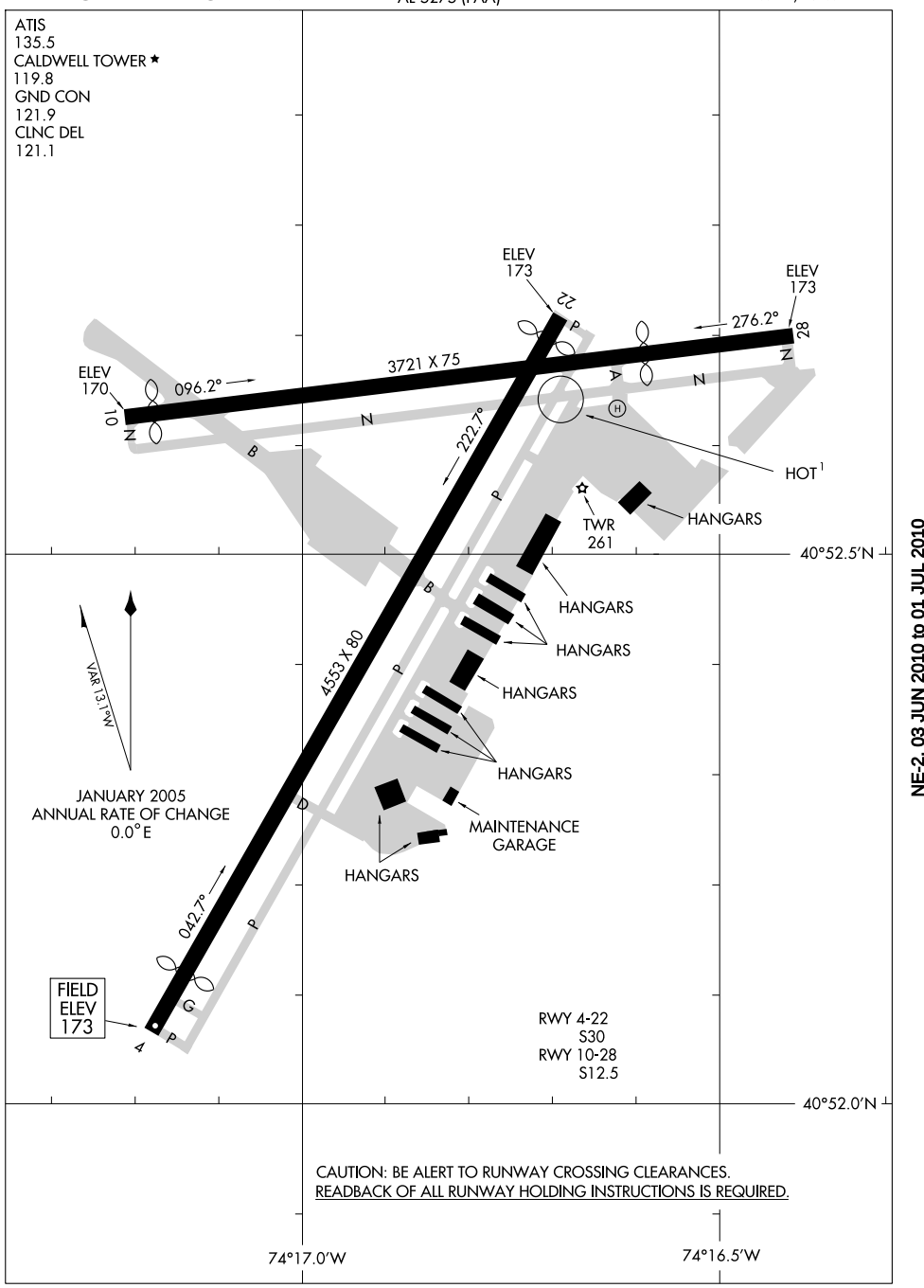
NE-2, 03 JUN 2010 to 01 JUL 2010

09239

AIRPORT DIAGRAM

AL-5275 (FAA)

CALDWELL/ ESSEX COUNTY (CDW)
CALDWELL, NEW JERSEY



NE-2, 03 JUN 2010 to 01 JUL 2010

(JAIKE.JAIKE2) 10154 ST-890 (FAA)

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.

UBUCK
ZENNS
TETERBORO
MORRISTOWN MUNI
ESSEX COUNTY
SOMERSET
LINDEN
SOLBERG SBJ
CENTRAL JERSEY RGNL
2100
(16)
REGLE
7000
059°
(7)
4 NM
210K
MAZIE
(5)
WACKI
11000
250 KIAS
048°
(8)
ILENE
13000
047°
(26)
JAIKE
SPNCR
(5)
(10)
047°
210K
4 NM
SISSI
BUZIE
CRRIS
PEEDS
Expect to cross at FL240.
048°
(24)
FUBRR
PALEO
(9)
(10)
NOTTINGHAM OTT
10 NM
RIISE
020°
(26)
033°
(26)
054°
(26)
MOOUR
GORDONSVILLE GVE
VAALI
BOOYA
(34)
(32)
4000
070°
(44)
034°
(33)
4000
021°
(25)
RAIMY
PATUXENT PXT
4000
048°
(56)
QBEES
MAAXY
4000
046°
(52)
4000
032°
(57)
FLAT ROCK FAK
RICHMOND RIC
HOPEWELL HPW

NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC I-CDW	APP CRS	Rwy Idg	4418
109.35	223°	TDZE	173
		Apt Elev	173

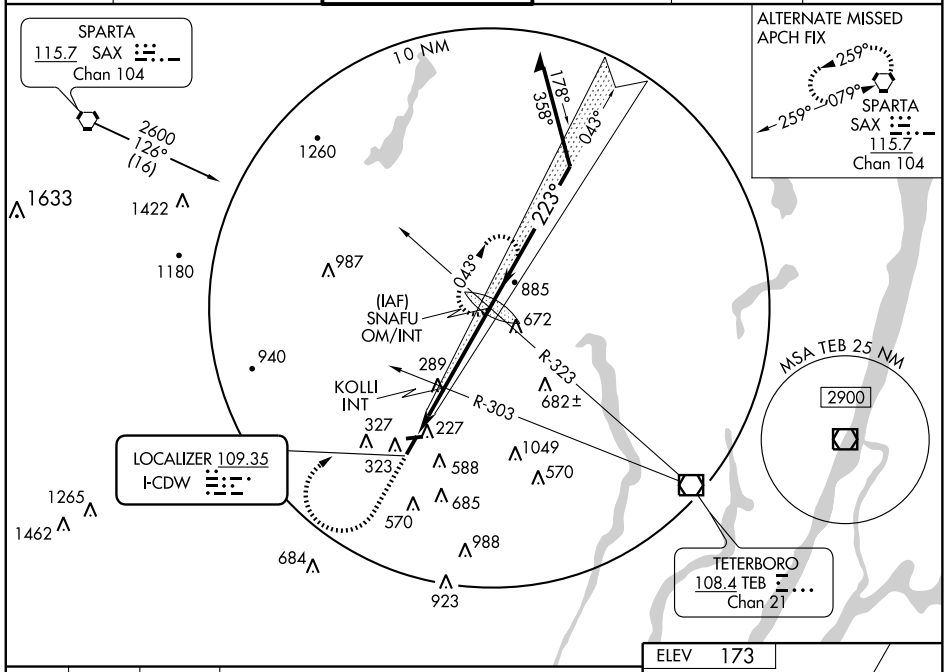
LOC RWY 22

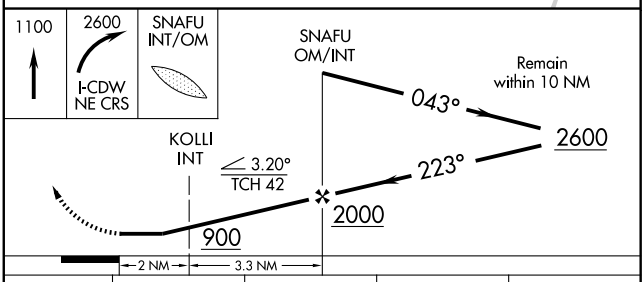
CALDWELL / ESSEX COUNTY (CDW)

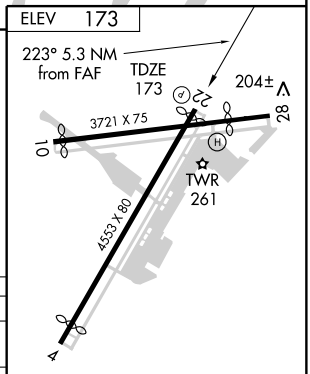
When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet. Increase S-22 Cat B, C and D and Circling Cat C visibility ¼ mile; and, for KOLLI INT minimums increase S-22 Cat C and D visibility ¼ mile, and Circling Cat C visibility ½ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 via I-CDW NE course to SNAFU OM/INT and hold, continue climb-in-hold to 2600.

ATIS	NEW YORK APP CON	CALDWELL TOWER ★	GND CON	CLNC DEL	UNICOM
135.5	127.6 379.9	119.8 (CTAF) L	121.9	121.1	122.95







REIL Rwy 22 L
MIRL Rwys 10-28
HIRL Rwys 4-22 L

CATEGORY	A	B	C	D
S-22	900-1 727 (800-1)		900-2 727 (800-2)	900-2¼ 727 (800-2¼)
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	1020-2½ 847 (900-2½)	1080-3 907 (1000-3)
KOLLI INT MINIMUMS				
S-22	540-1 367 (400-1)			540-1¼ 367 (400-1¼)
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	1020-2½ 847 (900-2½)	1080-3 907 (1000-3)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-2, 03 JUN 2010 to 01 JUL 2010

LOM MM	APP CRS	Rwy Idg	N/A
392	107°	TDZE	N/A
		Apt Elev	173

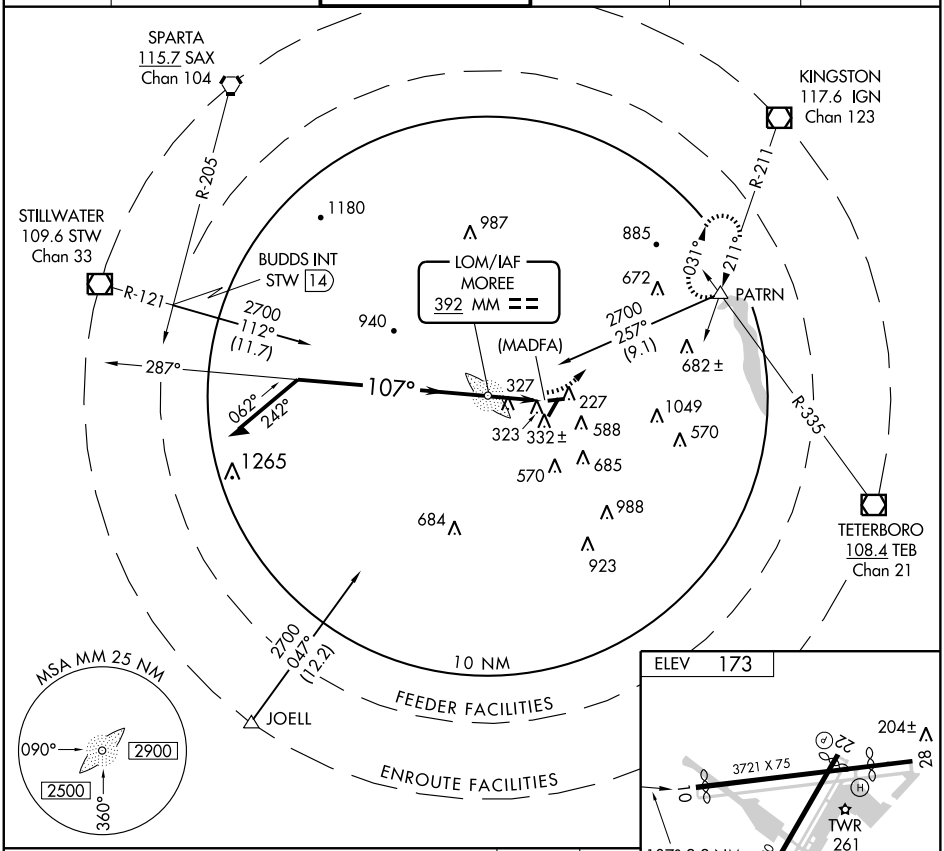
NDB or GPS-A

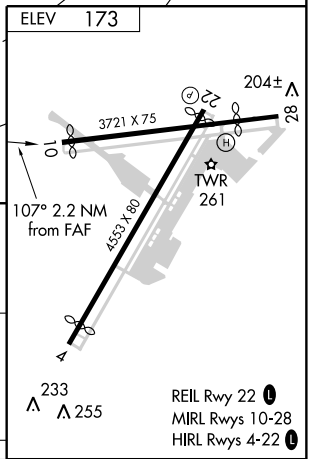
CALDWELL / ESSEX COUNTY (CDW)

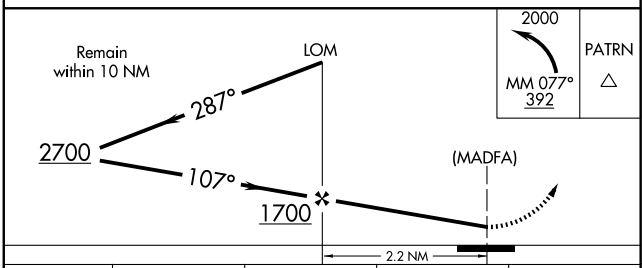
NA

MISSED APPROACH: Climbing left turn to 2000 via 077° bearing from MM LOM to PATRN Int and hold.

ATIS	NEW YORK APP CON	CALDWELL TOWER ★	GND CON	CLNC DEL	UNICOM
135.5	127.6 379.9	119.8 (CTAF) L	121.9	121.1	122.95







CATEGORY	A	B	C	D
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	980-2¼ 807 (900-2¼)	1080-3 907 (1000-3)

FAF to MAP 2.2 NM					
Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS		
223°	Rwy Idg	4418
	TDZE	173
	Apt Elev	173

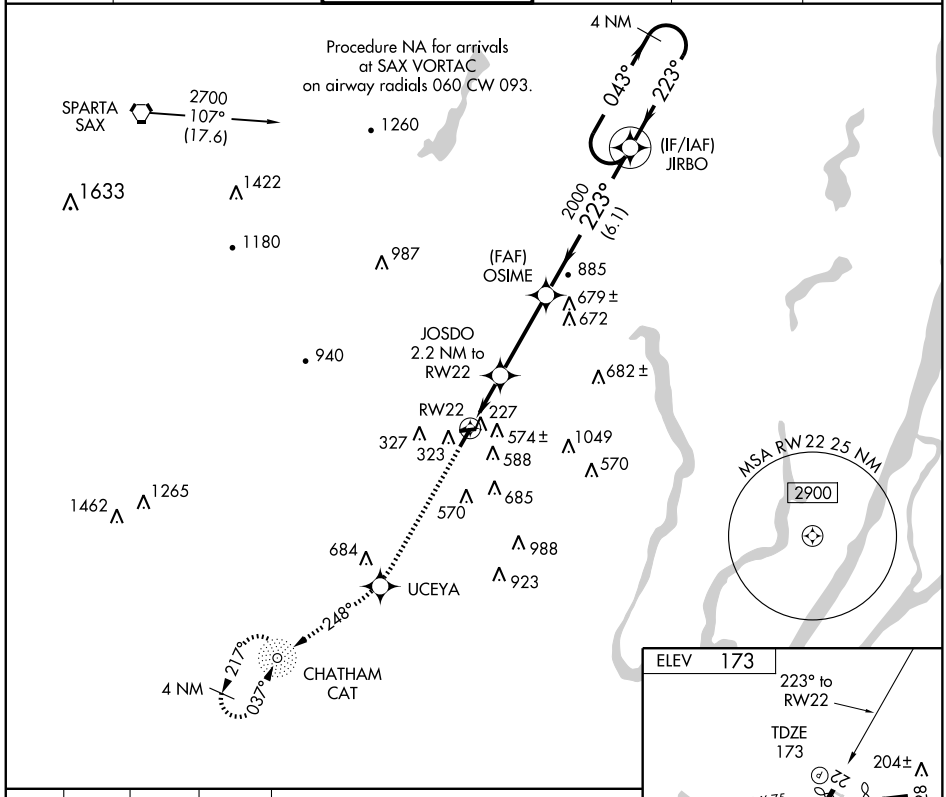
RNAV (GPS) RWY 22

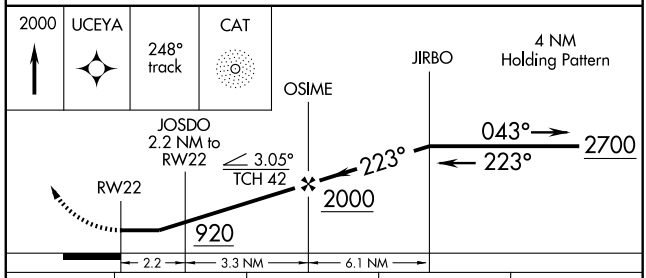
CALDWELL / ESSEX COUNTY (CDW)

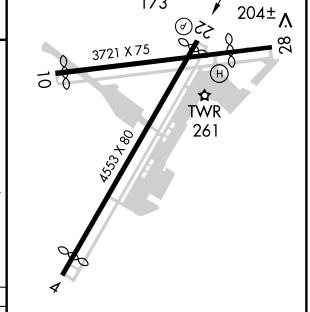
When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet, and LNAV Cat C and D and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct UCEYA and via 248° track to CAT NDB and hold.

ATIS	NEW YORK APP CON	CALDWELL TOWER ★	GND CON	CLNC DEL	UNICOM
135.5	127.6 379.9	119.8 (CTAF) L	121.9	121.1	122.95





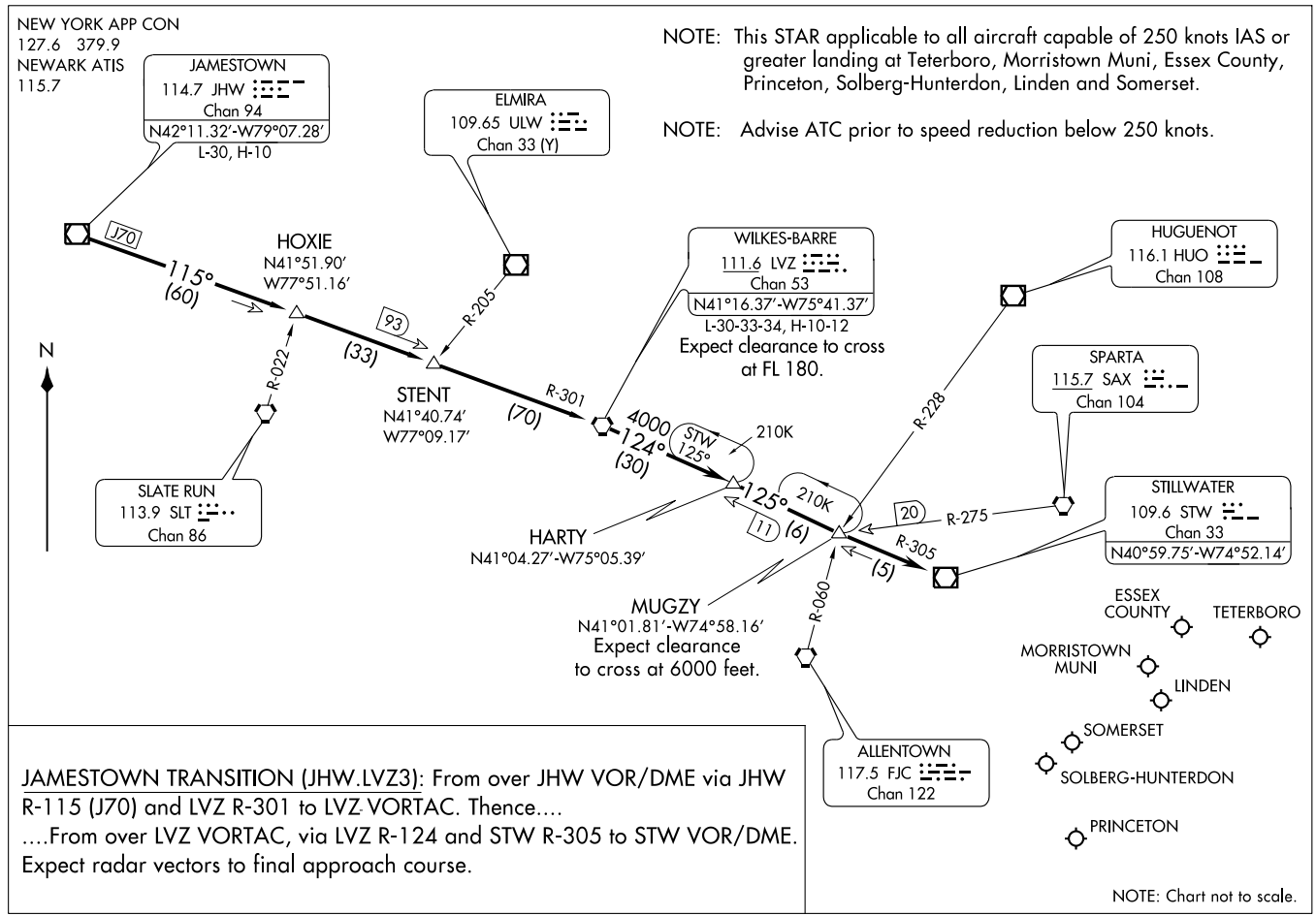


REIL Rwy 22 L
MIRL Rwys 10-28
HIRL Rwys 4-22 L

CATEGORY	A	B	C	D
LNAV MDA	840-1 667 (700-1)		840-1¾ 667 (700-1¾)	840-2 667 (700-2)
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	1020-2½ 847 (900-2½)	1080-3 907 (1000-3)

NE-2. 03 JUN 2010 to 01 JUL 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



VORTAC OOD	APP CRS	Rwy Idg	3500
112.8	081°	TDZE	162
Chan 75		Apt Elev	162

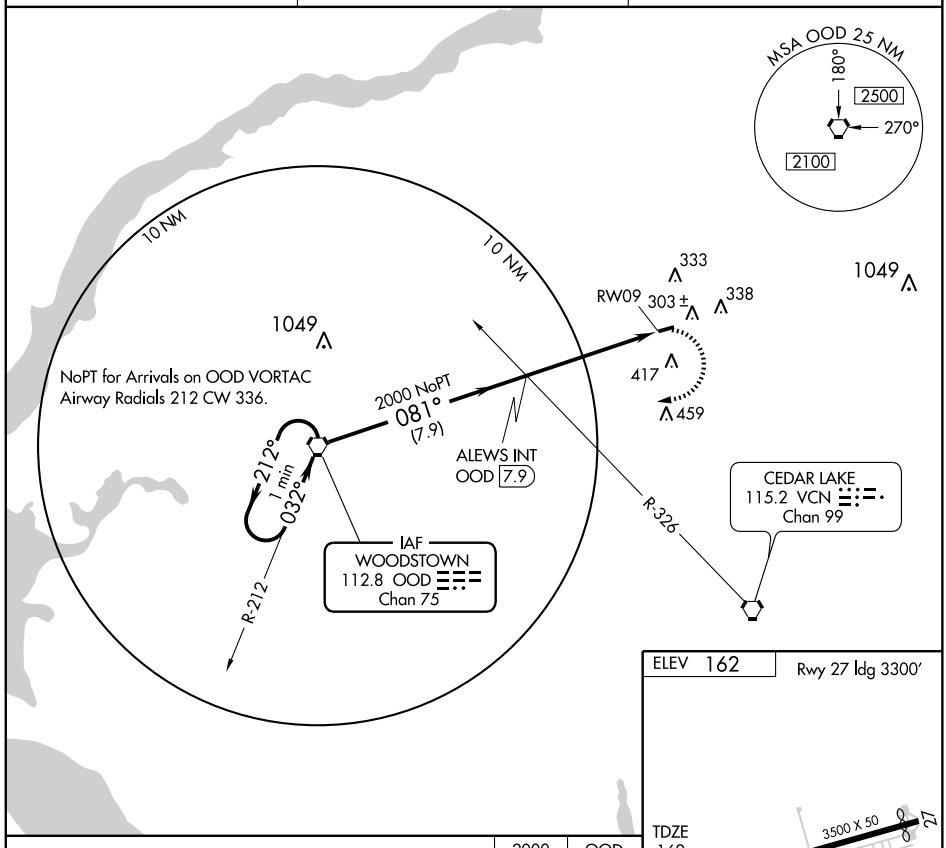
VOR or GPS RWY 9

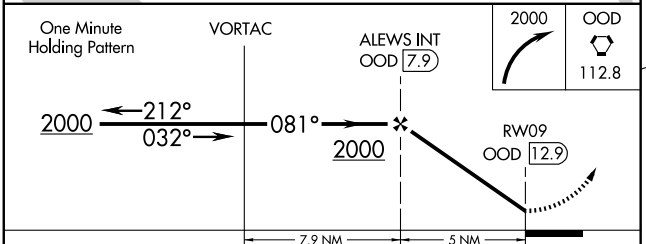
CROSS KEYS (17N)

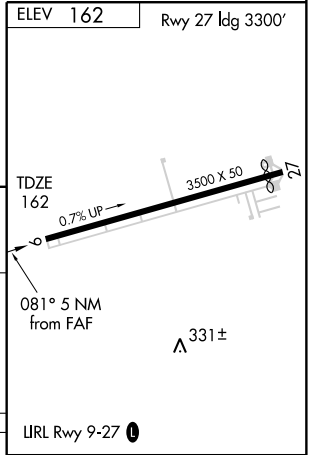
T
A NA — Use Philadelphia Intl Airport altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct OOD VORTAC and hold.

PHILADELPHIA APP CON	GCO	UNICOM
127.35 317.55	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	760-1 598 (600-1)		NA	
CIRCLING	760-1 598 (600-1)	820-1 658 (700-1)	NA	

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3601
029°	TDZE	65
	Apt Elev	69

RNAV (GPS) RWY 3

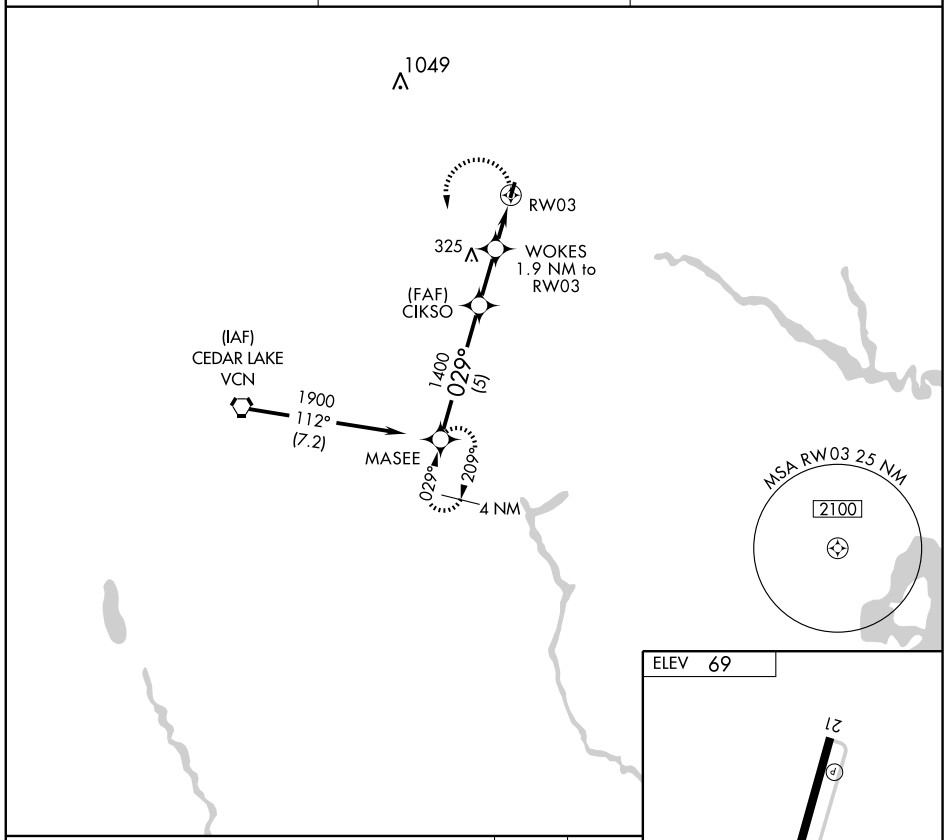
HAMMONTON MUNI (N81)

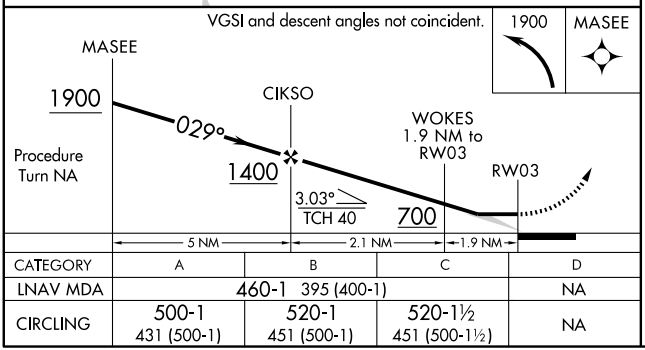
Use Atlantic City Intl altimeter setting.
GPS or RNP -0.3 required.
DME/DME or RNP -0.3 NA.

NA

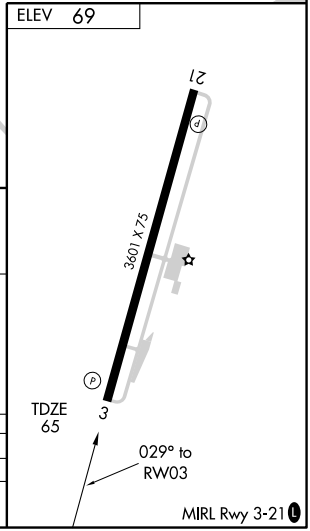
MISSED APPROACH: Climbing left turn to 1900 direct MASEE WP and hold.

ATLANTIC CITY APP CON	UNICOM	
134.25 385.5	122.7 (CTAF)	123.5 L





CATEGORY	A	B	C	D
LNAV MDA	460-1 395 (400-1)			NA
CIRCLING	500-1 431 (500-1)	520-1 451 (500-1)	520-1½ 451 (500-1½)	NA



NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC VCN 115.2 Chan 99	APP CRS 061°	Rwy Idg N/A TDZE N/A Apt Elev 69

VOR-A

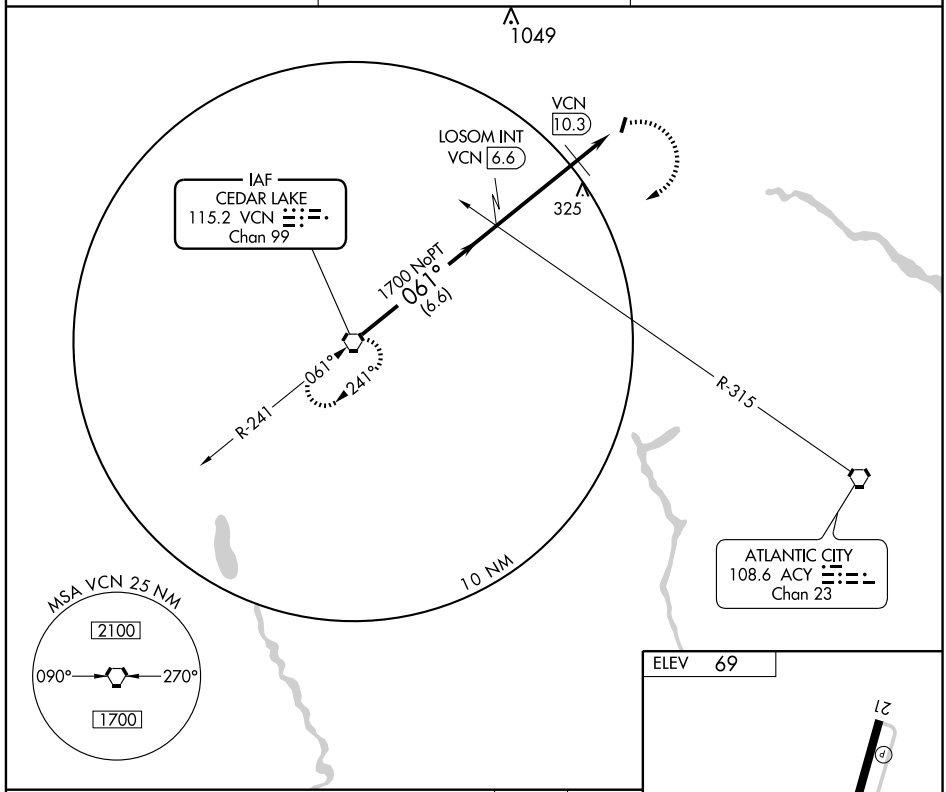
HAMMONTON MUNI (N81)

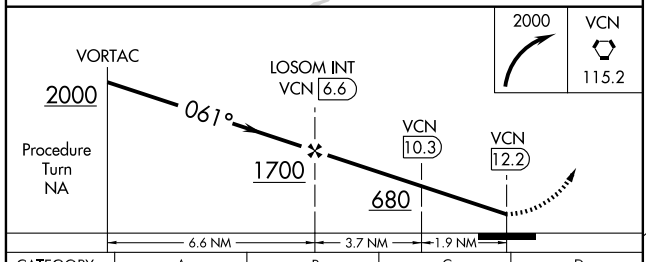
NA

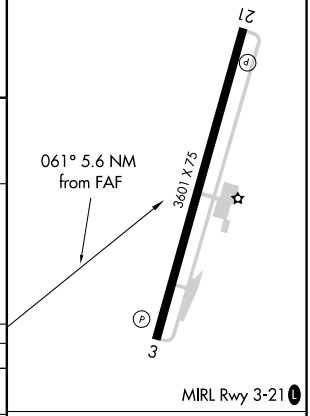
Use Atlantic City, NJ altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct VCN VORTAC and hold.

ATLANTIC CITY APP CON	UNICOM	
134.25 385.5	122.7 (CTAF)	123.5 L







CATEGORY	A	B	C	D
CIRCLING	680-1 611 (700-1)		680-1¾ 611 (700-1¾)	NA
DME MINIMA				
CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	NA

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	240°	TDZE	N/A
Chan 99		Apt Elev	69

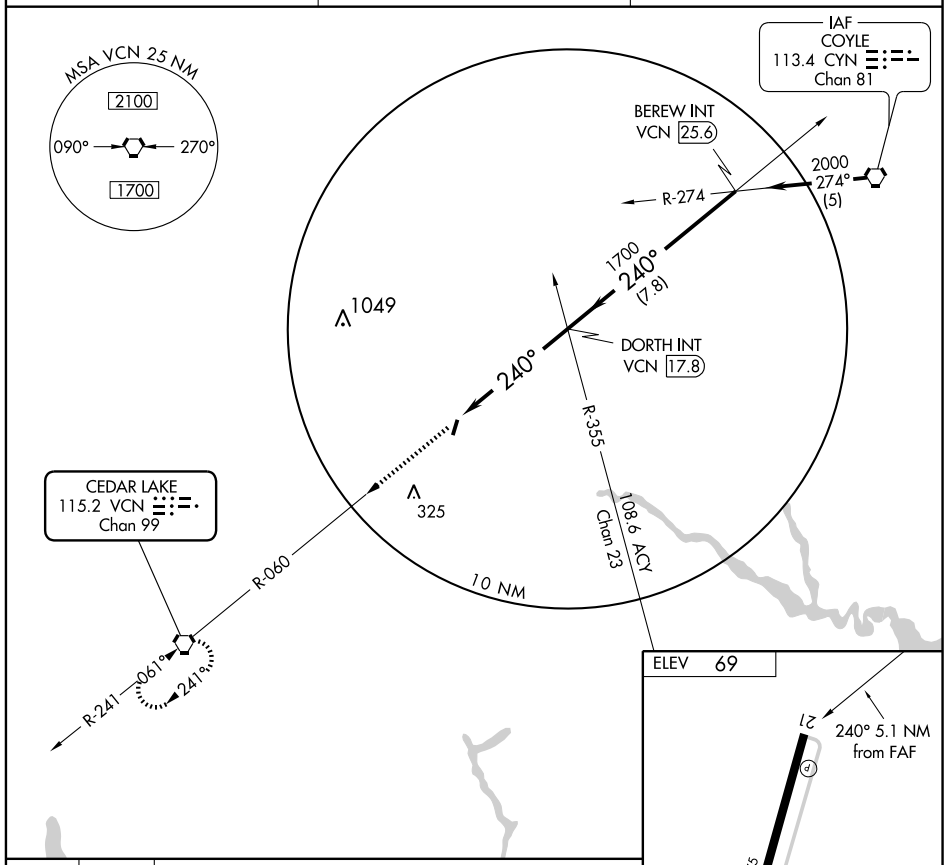
VOR-B
HAMMONTON MUNI (N81)

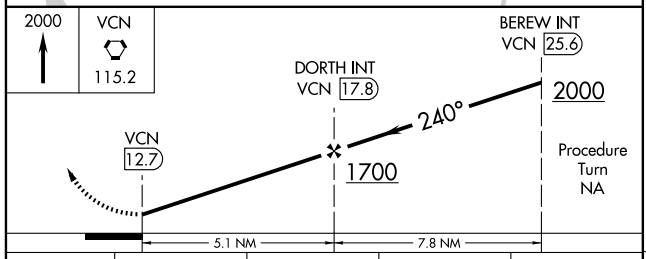
NA

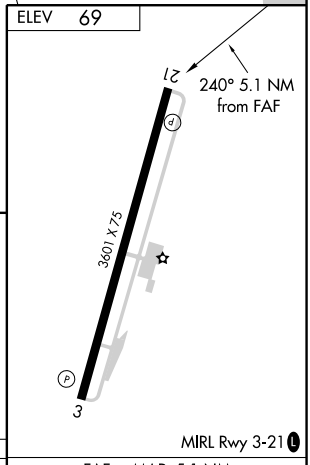
Use Atlantic City altimeter setting.

MISSED APPROACH: Climb to 2000 direct VCN VORTAC and hold.

ATLANTIC CITY APP CON	UNICOM	123.5 L
134.25 385.5	122.7 (CTAF)	





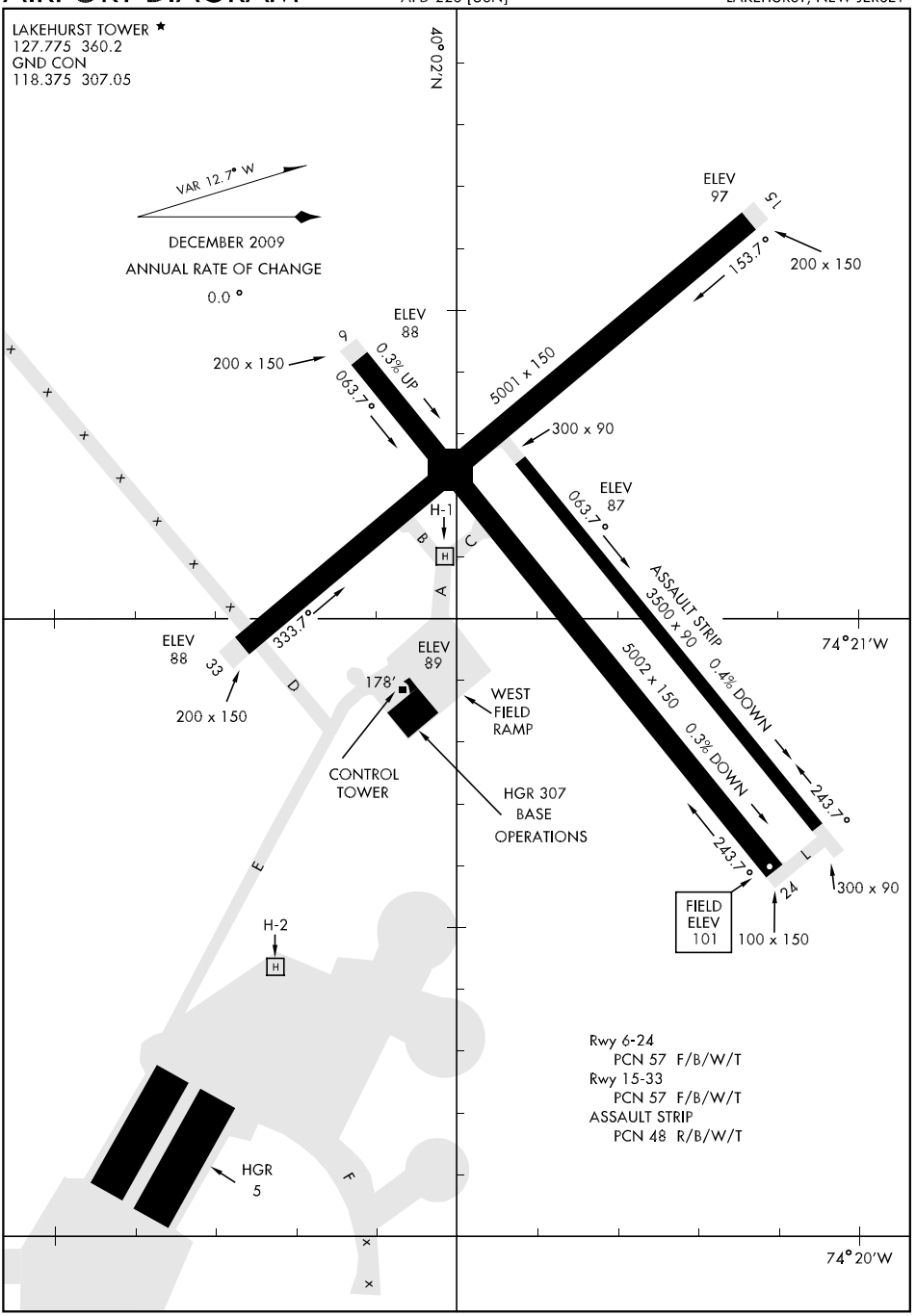


CATEGORY	A	B	C	D
CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2. 03 JUN 2010 to 01 JUL 2010



NE-2, 03 JUN 2010 to 01 JUL 2010

NDB RWY 24

NDB	APCH CRS	Rwy Idg / TDZE / Arpt Elev
NEL 396	244°	5002 / 101 / 101

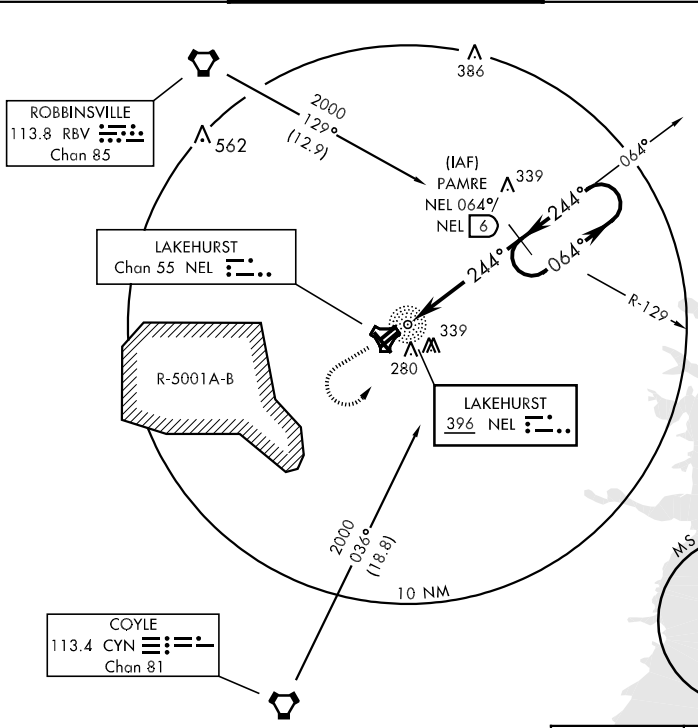
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

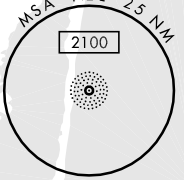
* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.
DME source NEL TACAN Chan 55.

MALSR (A5)

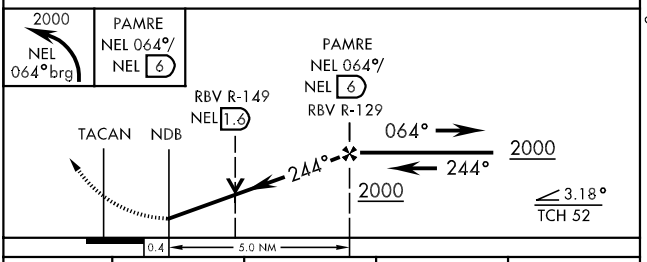
MISSED APPROACH: Climbing left turn to 2000, intercept NEL 064° bearing to PAMRE and hold.

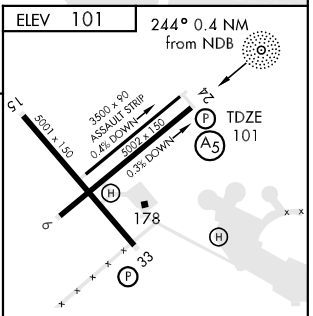
MC GUIRE APP CON	LAKEHURST TOWER ★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05





EMERG SAFE ALT 100 NM 5000





HIRL Rwy 6-24, 15-33

CATEGORY	A	B	C	D
S-24 *	520-½ 419 (500-½)		520-¾ 419 (500-¾)	
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1 ½ 539 (600-1½)	660-2 559 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 24

APCH CRS	Rwy ldg	5002
242°	TDZE	101
	Arpt Elev	101

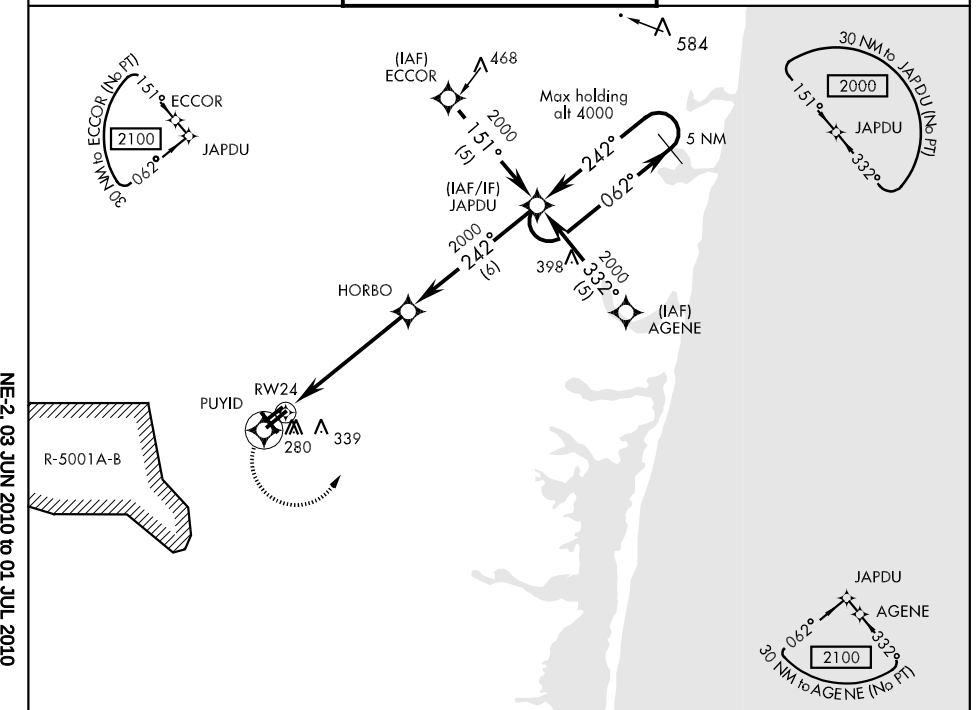
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
DME/DME RNP-0.3 NA.

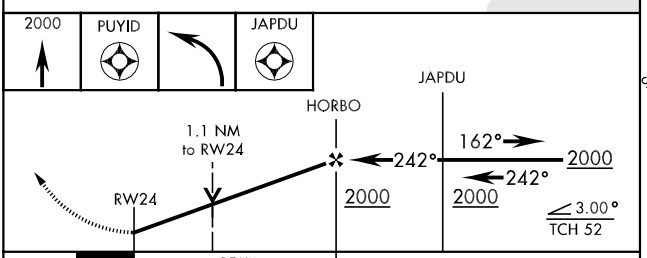
MALSR (A5)

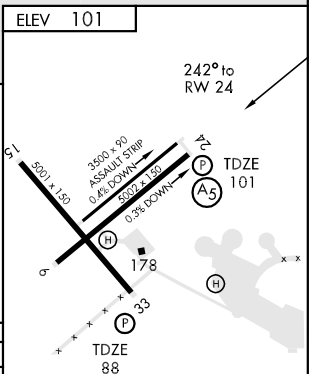
MISSED APPROACH: Climb to 2000 direct PUYID, then turn left direct JAPDU and hold.

MC GUIRE APP CON	LAKEHURST TOWER ★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



EMERG SAFE ALT 100 NM 5000





CATEGORY	A	B	C	D
LNAV MDA *	500-½ 399 (400-½)		500-¾ 399 (400-¾)	
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 33

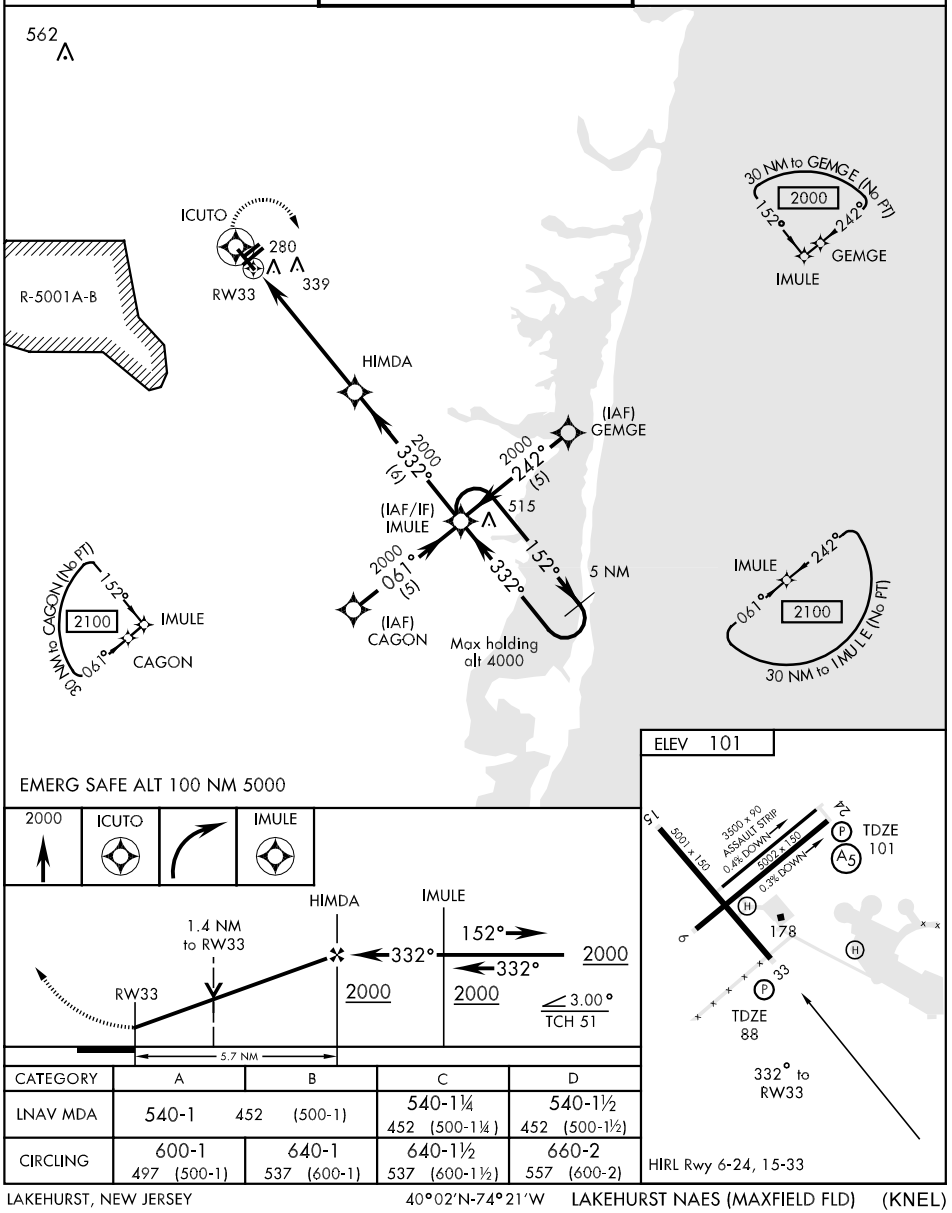
APCH CRS	Rwy ldg	5001
332°	TDZE	88
	Arpt Elev	101

AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct ICUTO, then turn right direct IMULE and hold.

MC GUIRE APP CON	LAKEHURST TOWER ★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05

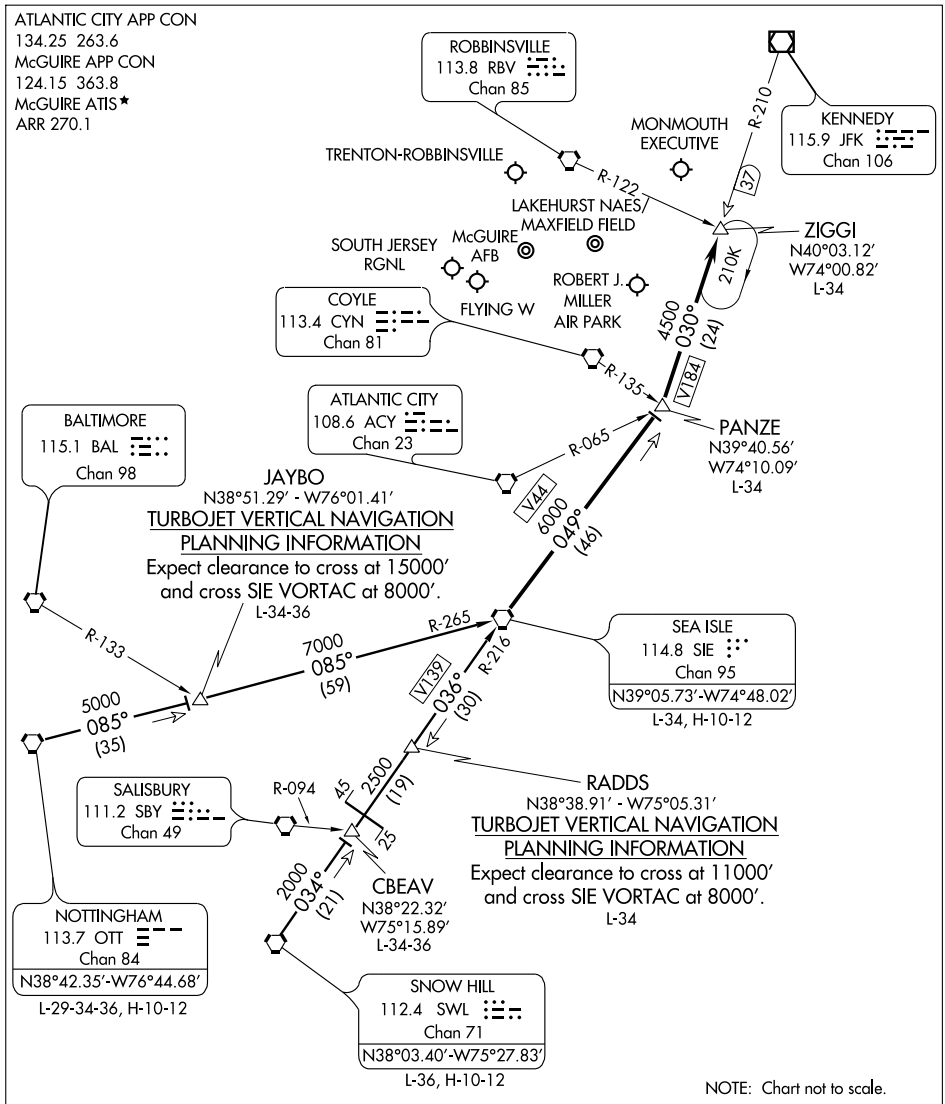


CATEGORY	A	B	C	D
LNAV MDA	540-1 452 (500-1)		540-1¼ 452 (500-1¼)	540-1½ 452 (500-1½)
CIRCLING	600-1 497 (500-1)	640-1 537 (600-1)	640-1½ 537 (600-1½)	660-2 557 (600-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

TACAN RWY 24

TACAN NEL Chan 55	APCH CRS 248°	Rwy ldg 5002 TDZE 101 Arpt Elev 101

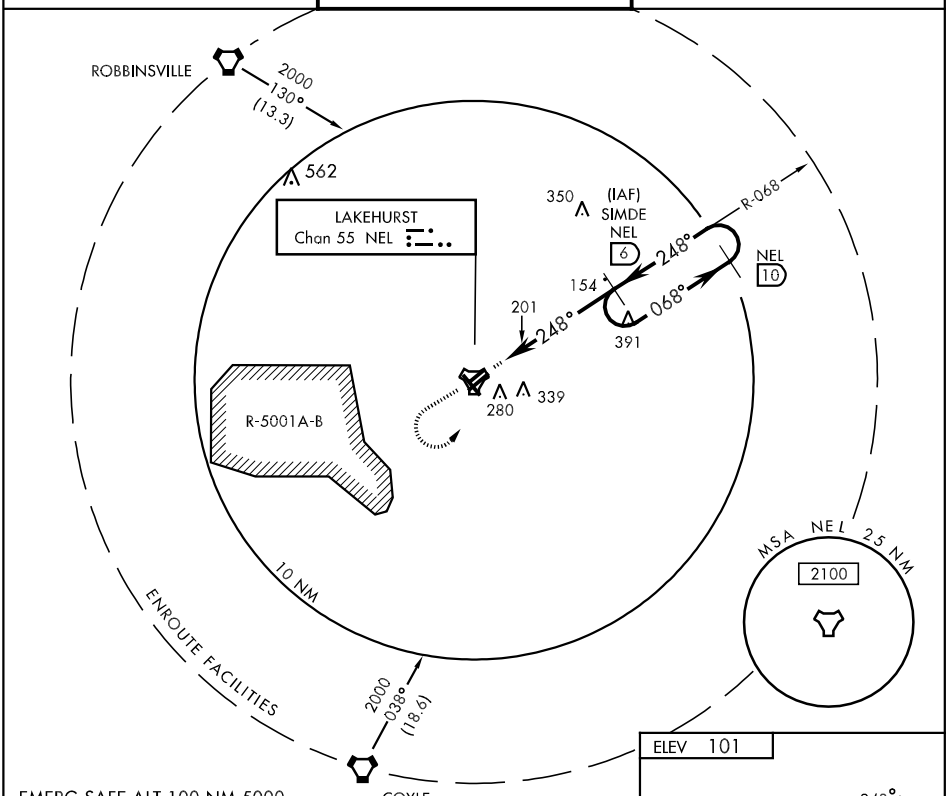
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

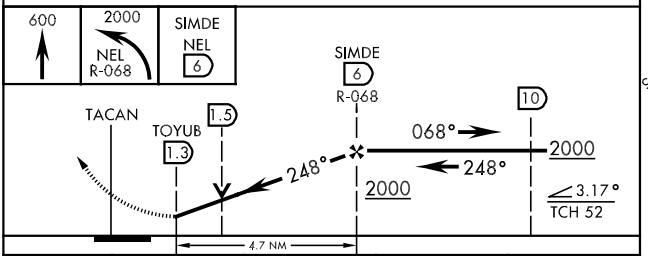
* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to1¼ miles.

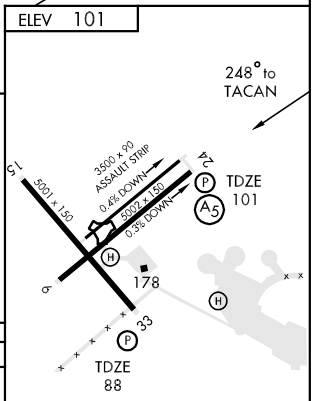
MALSR (A5)

MISSED APPROACH: Climb to 600, then climbing left turn to 2000, intercept NEL R-068 to SIMDE and hold.

MC GUIRE APP CON	LAKEHURST TOWER★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05







CATEGORY	A	B	C	D
S-24 *	460-½ 359 (400-½)		460-¾ 359 (400-¾)	
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

HIRL Rwy 6-24, 15-33

NE-2, 03 JUN 2010 to 01 JUL 2010

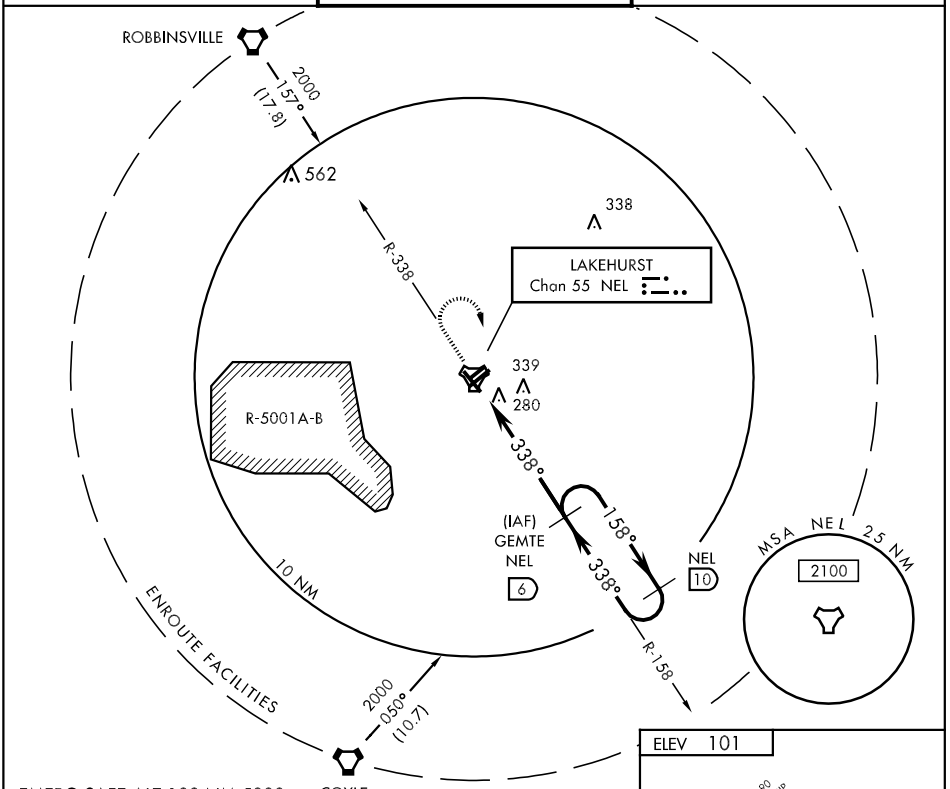
TACAN Z RWY 33

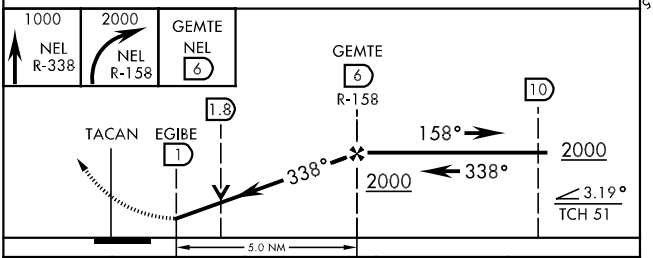
TACAN	APCH CRS	Rwy Idg	5001
NEL Chan 55	338°	TDZE	88
		Arpt Elev	101

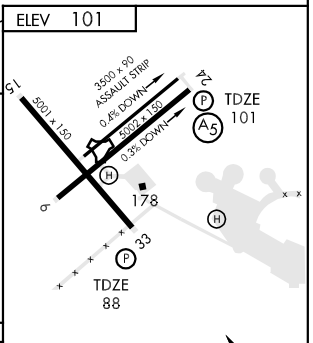
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

MISSED APPROACH: Climb to 1000 via R-338, then climbing right turn to 2000, intercept NEL R-158 to GEMTE and hold.

MC GUIRE APP CON	LAKEHURST TOWER★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05







CATEGORY	A	B	C	D
S-33	540-1 452 (500-1)		540-1¼ 452 (500-1¼)	540-1½ 452 (500-1½)
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

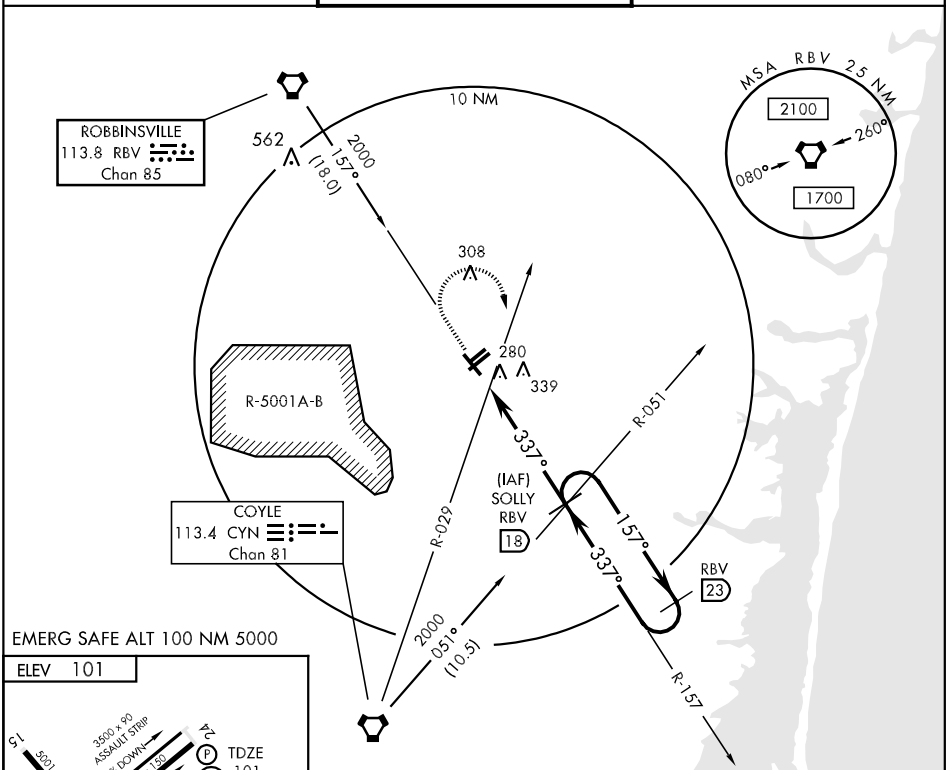
VOR or VOR/DME or TACAN Y RWY 33

VORTAC RBV 113.8 Chan 85	APCH CRS 337°	Rwy Idg 5001 TDZE 88 Arpt Elev 101

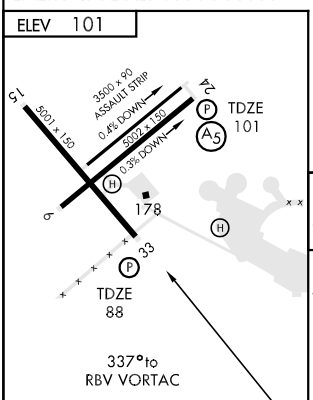
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

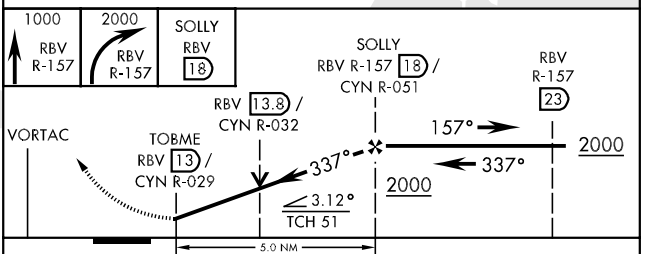
MISSED APPROACH: Climb to 1000 via RBV VORTAC R-157, then climbing right turn to 2000, intercept RBV R-157 outbound to SOLLY and hold.

MC GUIRE APP CON	LAKEHURST TOWER★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



EMERG SAFE ALT 100 NM 5000





HIRL Rwy 6-24, 15-33

FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-33	600-1 512 (500-1)		600-1½ 512 (500-1½)	600-1¾ 512 (500-1¾)
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

VOR RWY 24

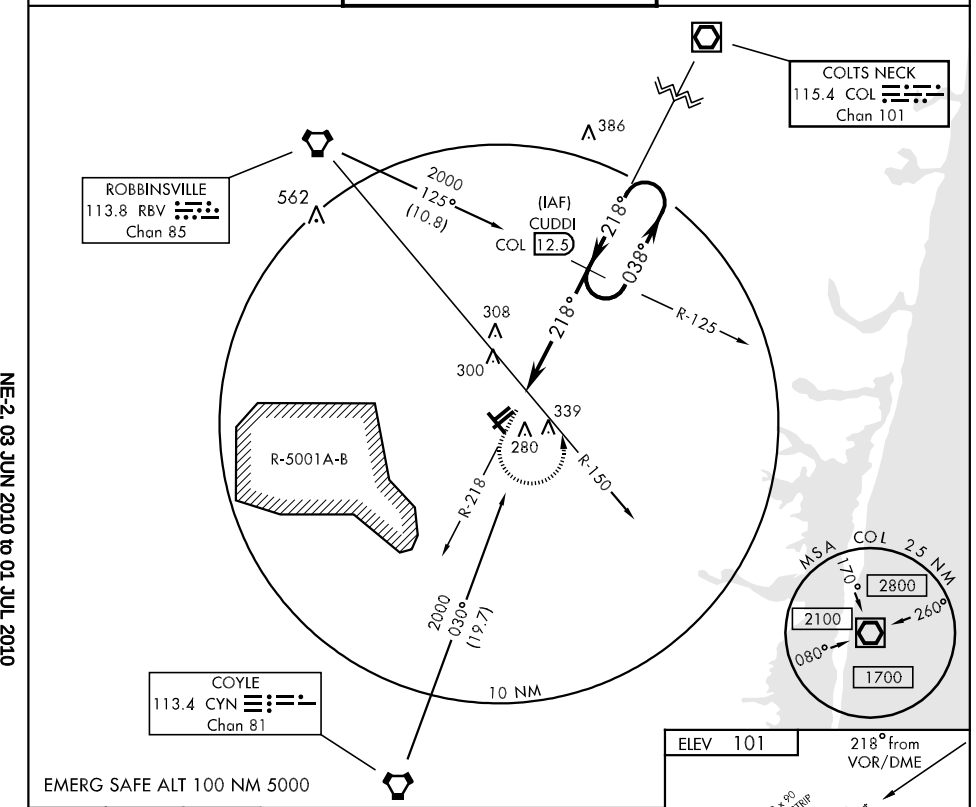
VOR/DME COL	APCH CRS	Rwy Idg	5002
115.4	218°	TDZE	101
Chan 101		Arpt Elev	101

AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

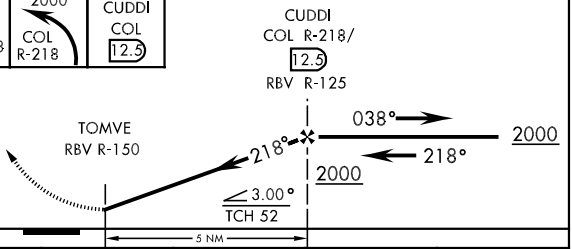
MALSR (A5)

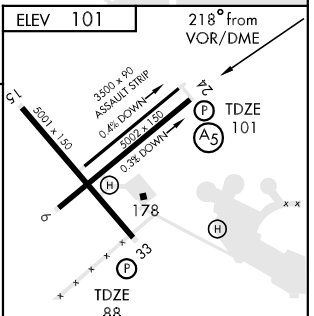
MISSED APPROACH: Climb to 1000 via COL VOR/DME R-218, then climbing left turn to 2000, intercept COL R-218 to CUDDI and hold.

MC GUIRE APP CON	LAKEHURST TOWER ★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



1000 COL R-218	2000 COL R-218	CUDDI COL 12.5





CATEGORY	A	B	C	D
S-24	560-1 459 (500-1)		560-1¼ 459 (500-1¼)	560-1½ 459 (500-1½)
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

HIRL Rwy 6-24, 15-33

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

APP CRS	Rwy Idg	2648
061°	TDZE	43
	Apt Elev	43

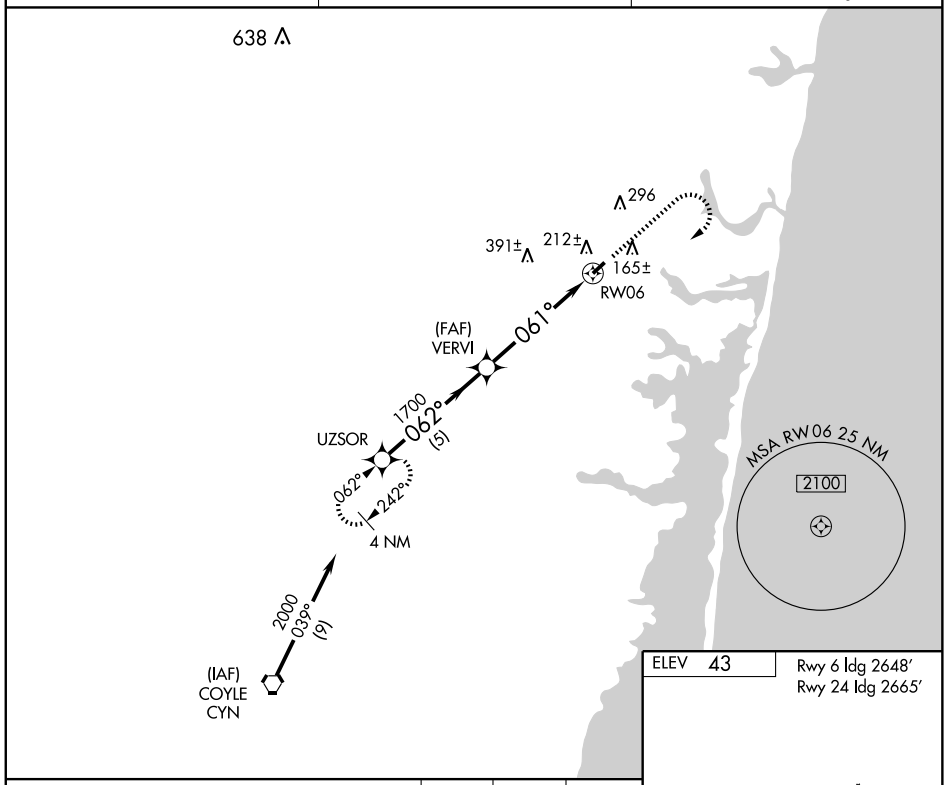
RNAV (GPS) RWY 6
LAKEWOOD (N12)

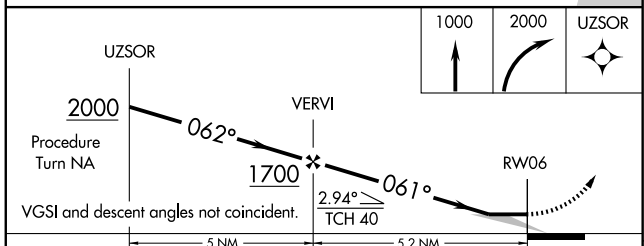
Use Lakehurst NAES altimeter setting; when not received, use McGuire AFB altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

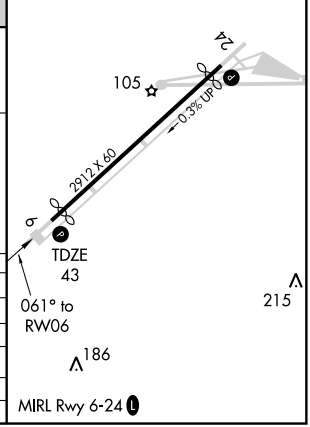
MISSED APPROACH Climb to 1000 then climbing right turn to 2000 direct UZSOR WP and hold.

McGUIRE APP CON	GCO	UNICOM
124.15 363.8	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	560-1 517 (600-1)		NA	
CIRCLING	600-1 557 (600-1)		NA	
McGUIRE AFB ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 537 (600-1)		NA	
CIRCLING	640-1 597 (600-1)		NA	



NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2665
242°	TDZE	43
	Apt Elev	43

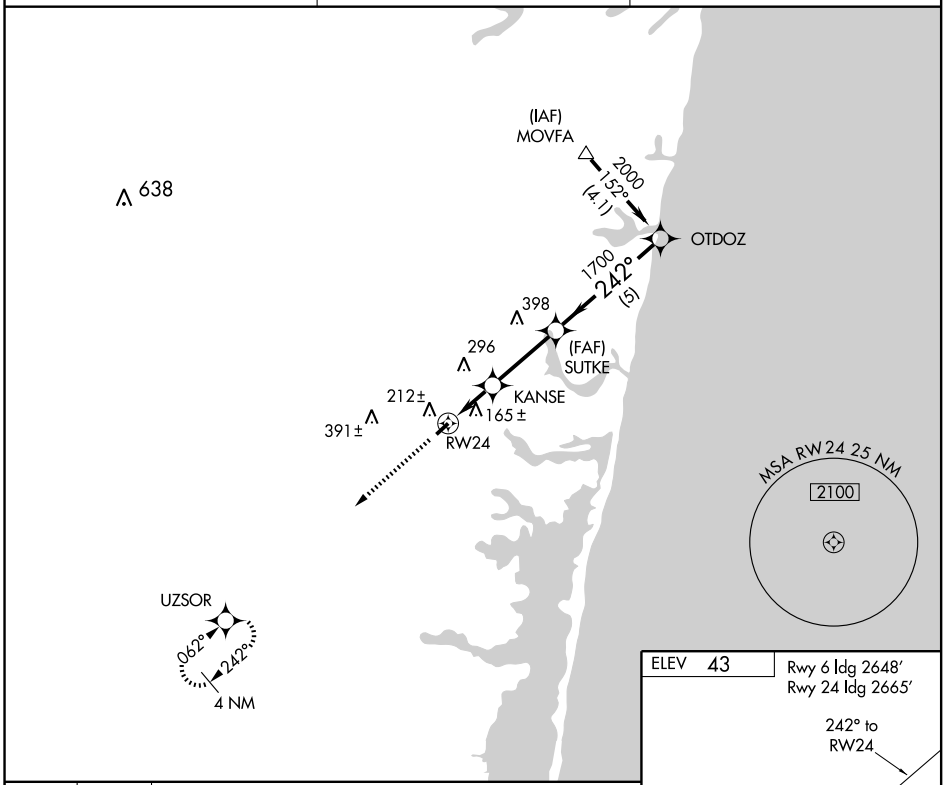
RNAV (GPS) RWY 24
LAKEWOOD (N12)

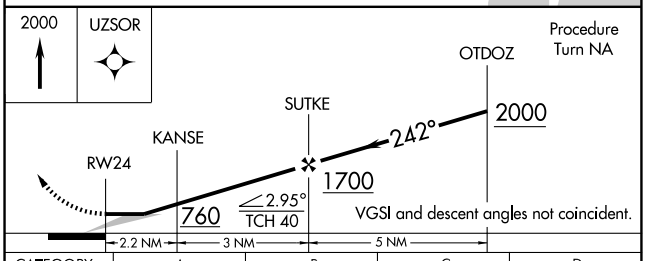
Use Lakehurst NAES altimeter setting, when not received, use McGuire AFB altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

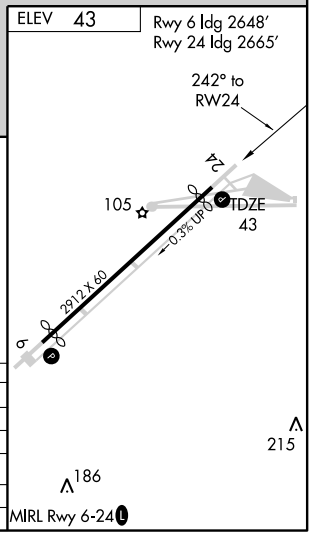
MISSED APPROACH Climb to 2000 direct UZSOR WP and hold.

McGUIRE APP CON	GCO	UNICOM
124.15 363.8	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	560 - 1	517 (600-1)	NA	
CIRCLING	600 - 1	557 (600-1)	NA	
McGUIRE AFB ALTIMETER SETTING MINIMUMS				
LNAV MDA	580 - 1	537 (600-1)	NA	
CIRCLING	640 - 1	597 (600-1)	NA	



NE-2, 03 JUN 2010 to 01 JUL 2010

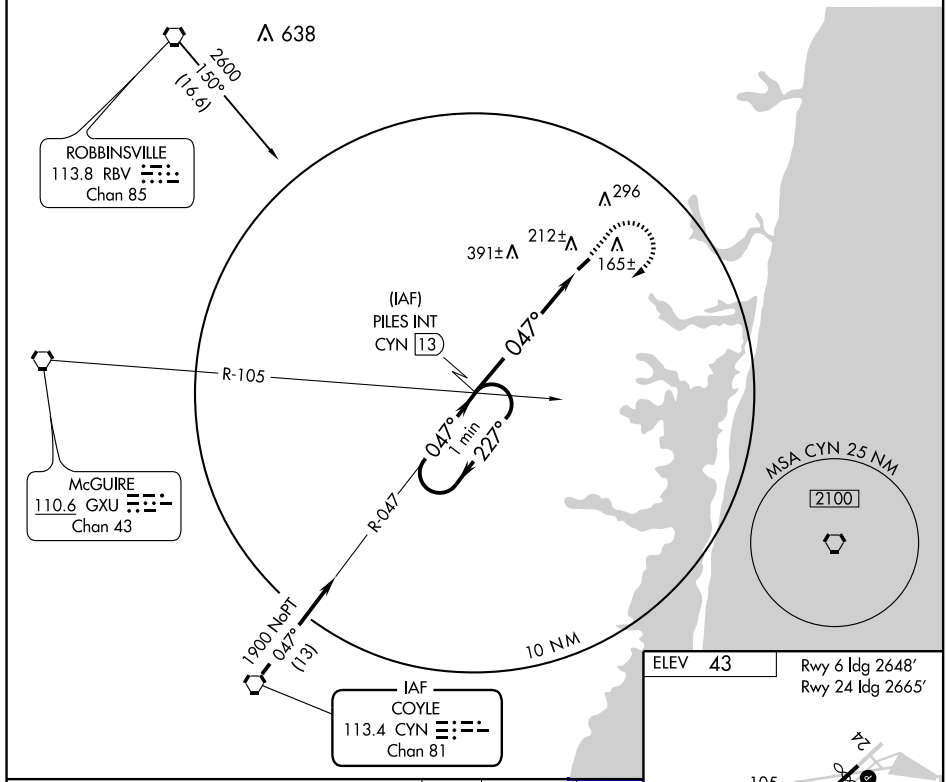
VORTAC CYN	APP CRS	Rwy Idg	2648
113.4	047°	TDZE	43
Chan 81		Apt Elev	43

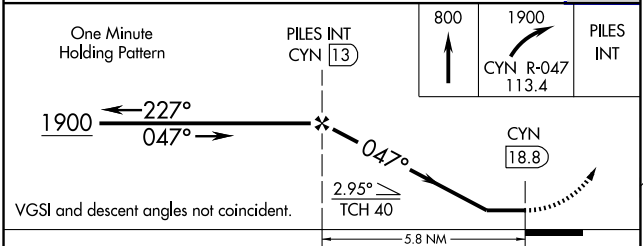
VOR RWY 6
LAKEWOOD (N12)

▼ Use Lakehurst NAES altimeter setting; when not received, use McGuire AFB altimeter setting.
▲ NA

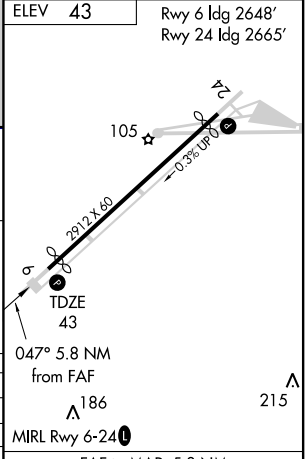
MISSED APPROACH Climb to 800 then climbing right turnto 1900 via CYN R-047 to PILES Int/CYN 13 DME and hold.

McGUIRE APP CON	GCO	UNICOM
124.15 363.8	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-6	620 - 1	577 (600-1)	NA	
CIRCLING	620 - 1	577 (600-1)	NA	
McGUIRE AFB ALTIMETER SETTING MINIMUMS				
S-6	660 - 1	617 (700-1)	NA	
CIRCLING	660 - 1	617 (700-1)	NA	



FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-2, 03 JUN 2010 to 01 JUL 2010

LOM MM	APP CRS	Rwy Idg	2103
392	026°	TDZE	182
		Apt Elev	182

NDB RWY 1

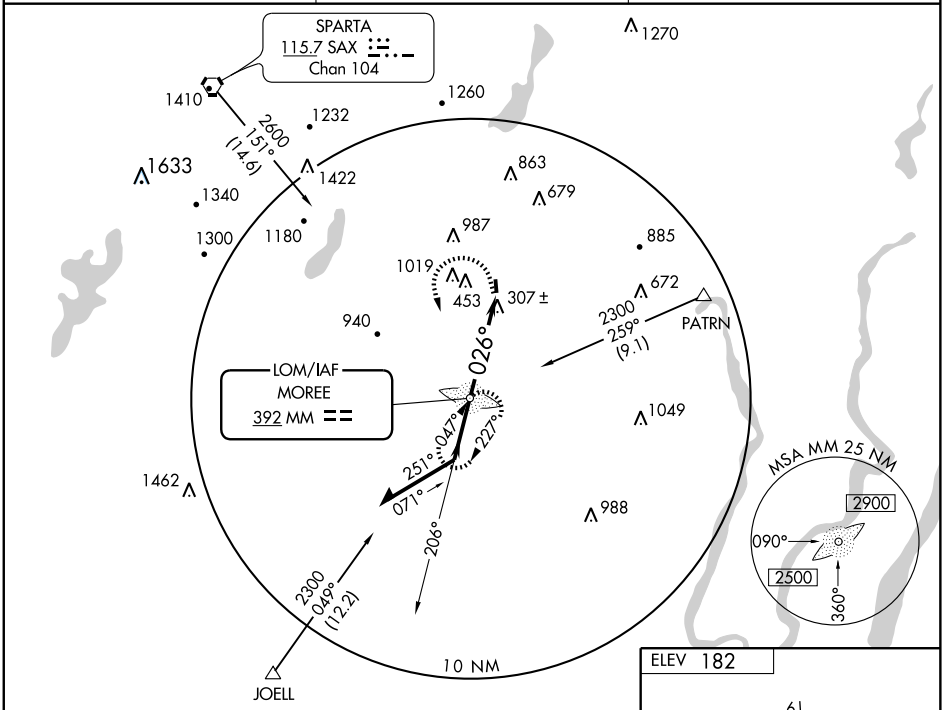
LINCOLN PARK (NØ7)

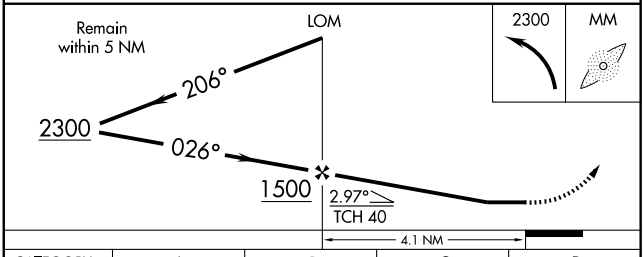
▼ Visibility reduction by helicopters NA. Use Teterboro altimeter setting.

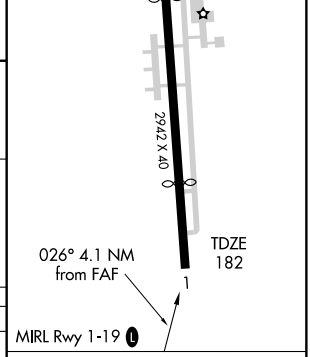
▲ NA

MISSED APPROACH: Climbing left turn to 2300 direct MM LOM and hold.

NEW YORK APP CON	GCO	UNICOM
127.6 379.9	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	1480-1¼ 1298 (1300-1¼)	NA		
CIRCLING	1480-1¼ 1298 (1300-1¼)	NA		

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2103
008°	TDZE	182
	Apt Elev	182

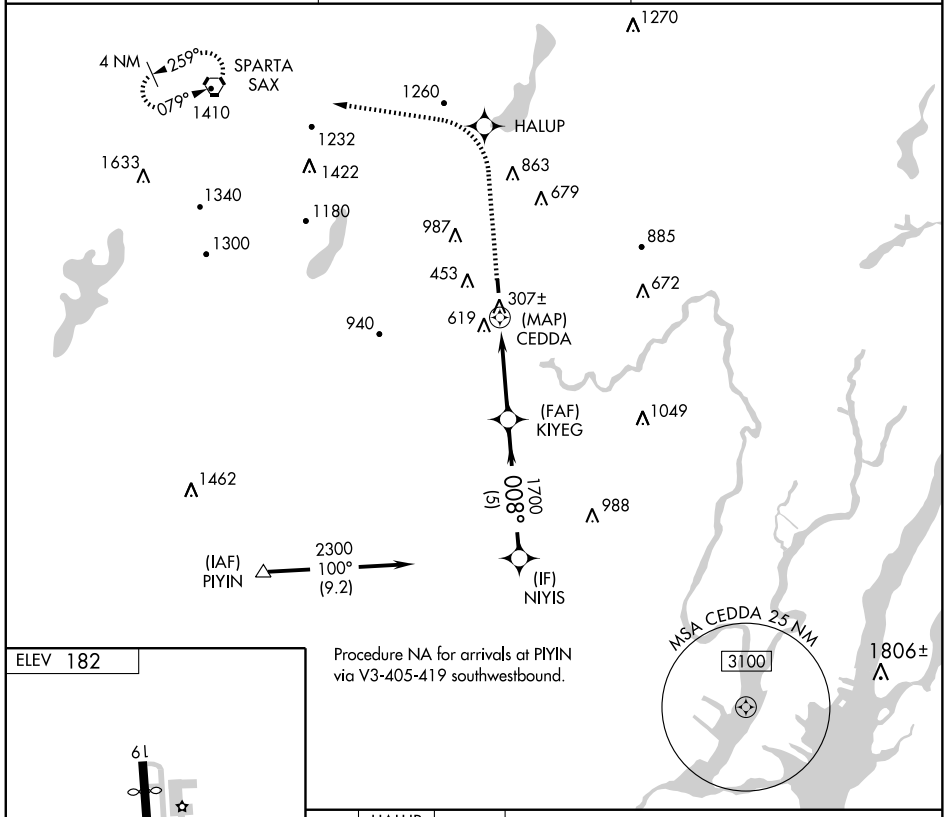
RNAV (GPS) RWY 1

LINCOLN PARK (NØ7)

Use Teterboro altimeter setting. DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.

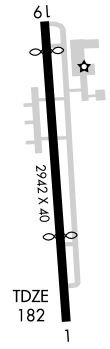
MISSED APPROACH: Climb to 3000 direct HALUP and via 292° track to SAX VORTAC and hold.

NEW YORK APP CON	GCO	UNICOM
127.6 379.9	121.725	122.8 (CTAF) L

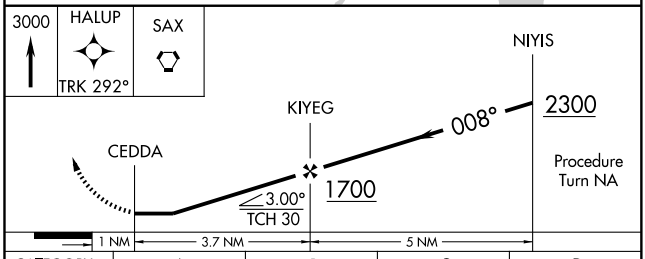


Procedure NA for arrivals at PIYIN via V3-405-419 southwestbound.

ELEV 182



MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1240-1¼ 1058 (1100-1¼)	NA		
CIRCLING	1460-1¼ 1278 (1300-1¼)	NA		

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2683
203°	TDZE	182
	Apt Elev	182

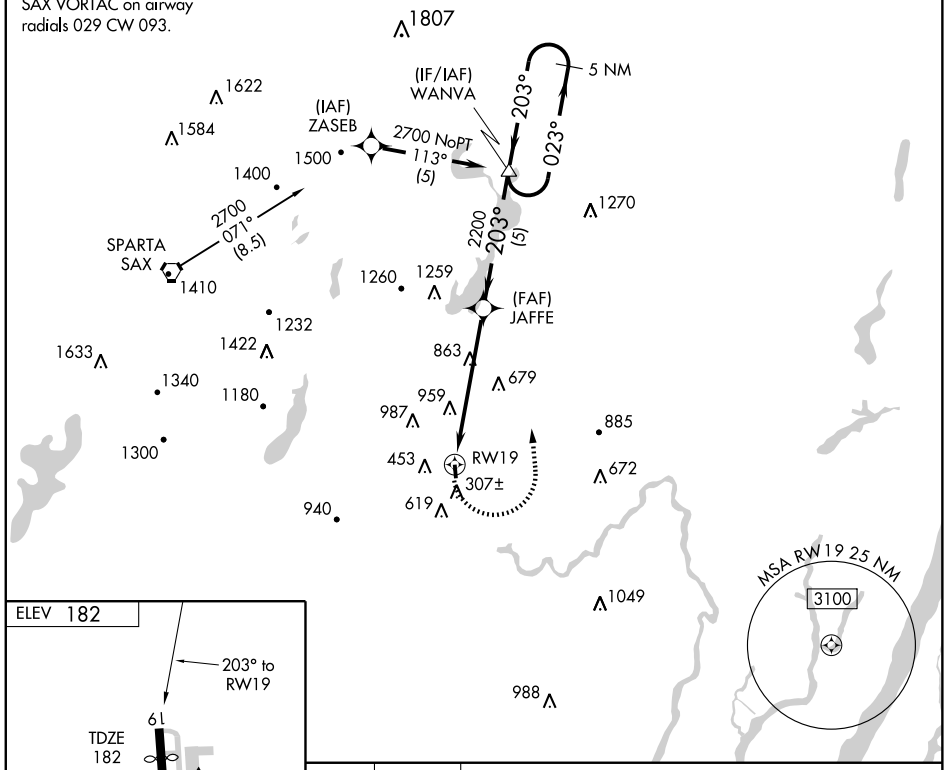
RNAV (GPS) RWY 19
LINCOLN PARK (NØ7)

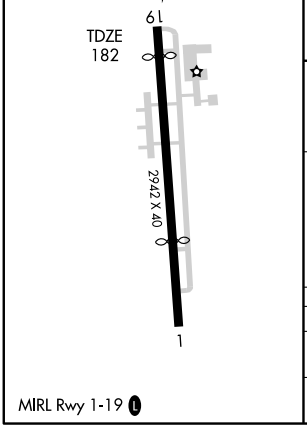
Use Teterboro altimeter setting. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2700 direct WANVA and hold.

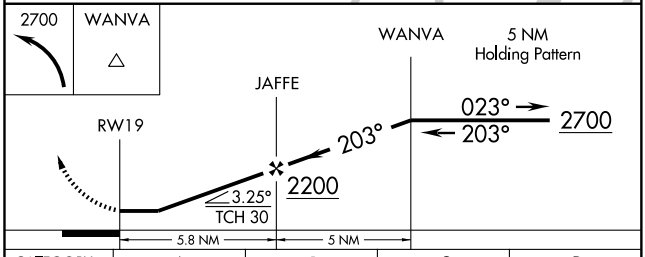
NEW YORK APP CON	GCO	UNICOM
127.6 379.9	121.725	122.8 (CTAF) L

Procedure NA for arrivals at SAX VORTAC on airway radials 029 CW 093.





MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1280-1¼ 1098 (1100-1¼)	NA		
CIRCLING	1460-1¼ 1278 (1300-1¼)	NA		

NE-2, 03 JUN 2010 to 01 JUL 2010

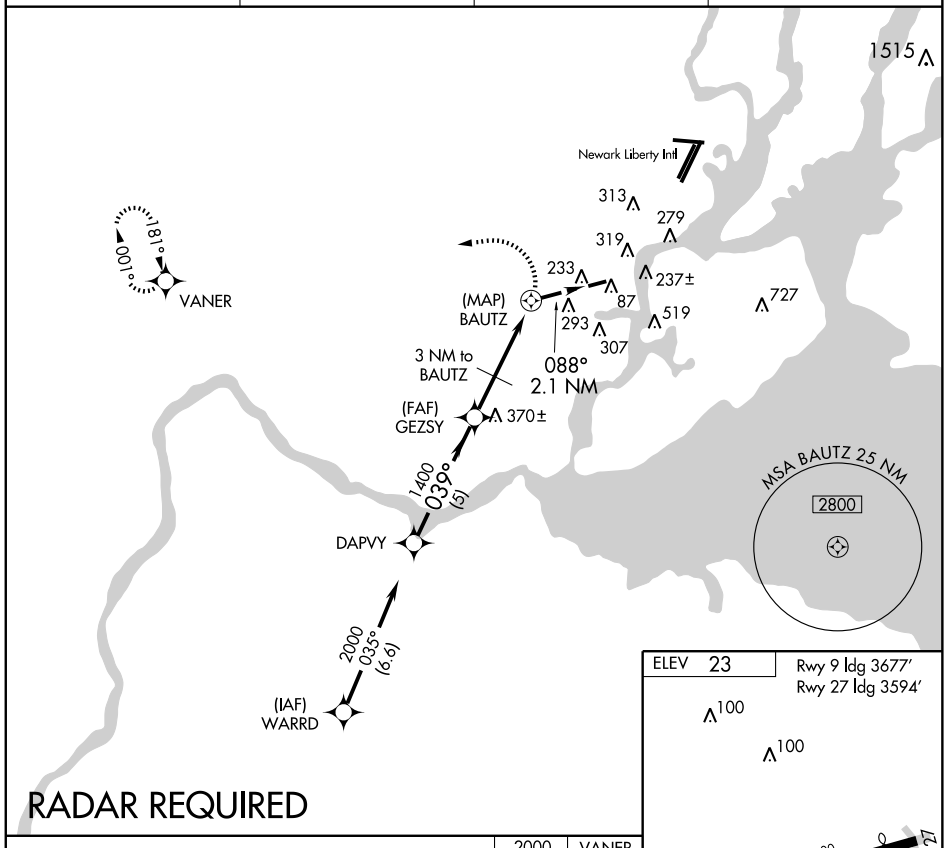
APP CRS	Rwy ldg	N/A
039°	TDZE	N/A
	Apt Elev	23

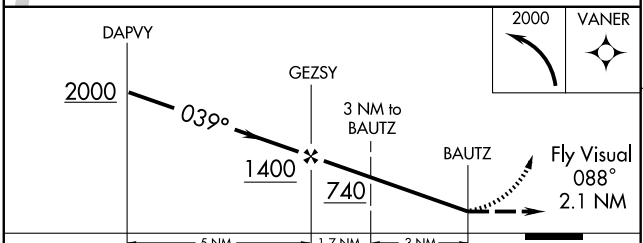
GPS-A
LINDEN (LDJ)

NA — Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting.

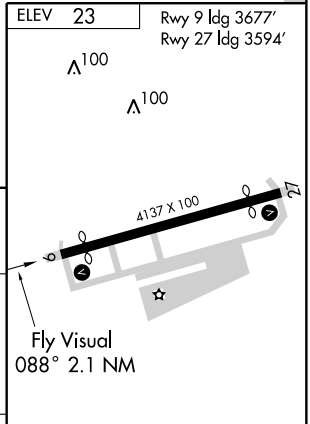
MISSED APPROACH: Climbing left turn to 2000 direct VANER WP and hold.

AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.025	135.35 379.9	128.35	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	620-2½ 597 (600-2½)			NA
NEWARK ALTIMETER SETTING MINIMUMS				
CIRCLING	640-2½ 617 (700-2½)			NA



MIRL Rwy 9-27 L
REIL Rwys 9 and 27

NE-2. 03 JUN 2010 to 01 JUL 2010

(JAIKE.JAIKE2) 10154 ST-890 (FAA)

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.

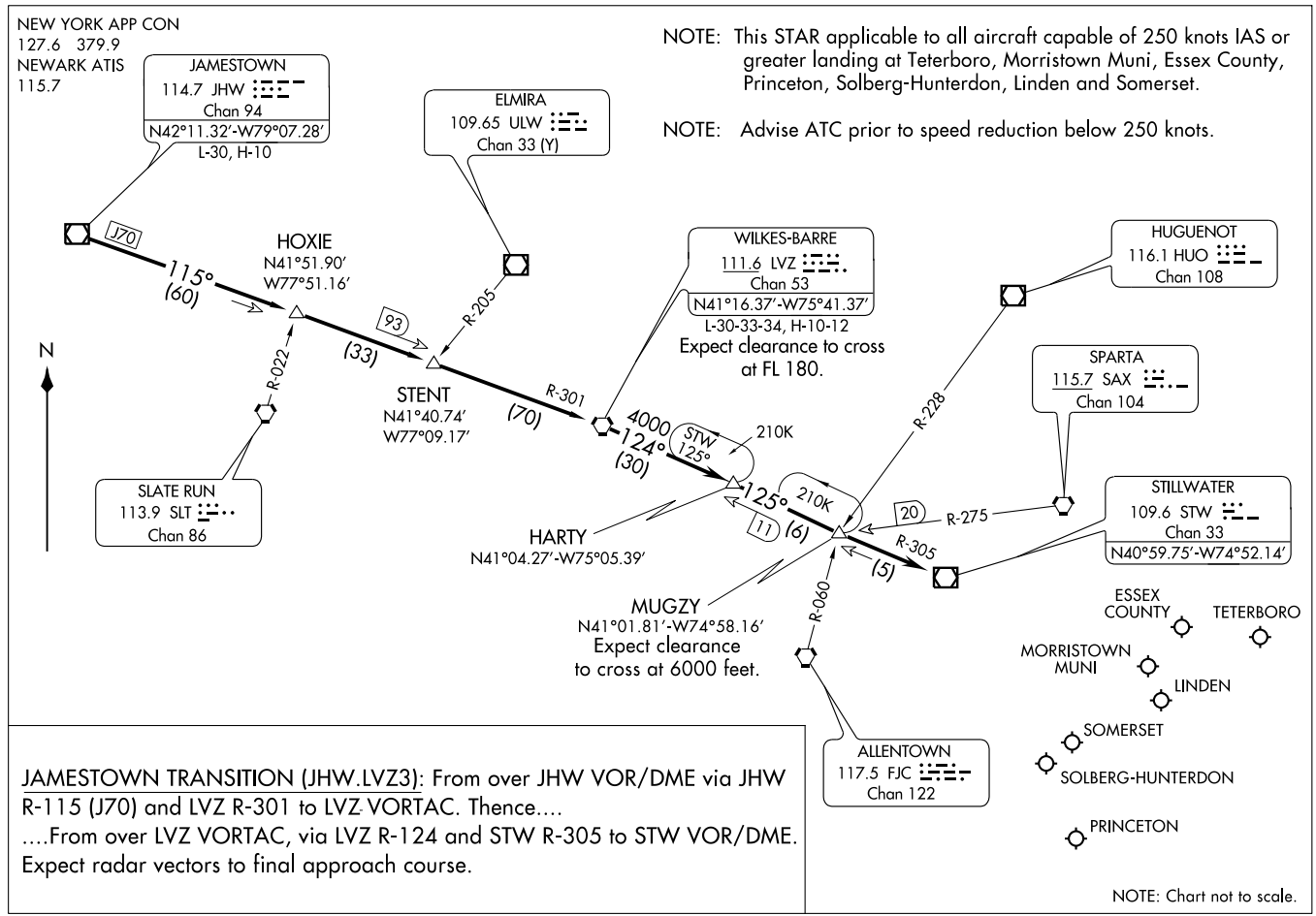
UBUCK
ZENNS
TETERBORO
MORRISTOWN MUNI
ESSEX COUNTY
SOMERSET
LINDEN
SOLBERG SBJ
CENTRAL JERSEY RGNL
2100
(16)
REGLE
7000
059°
(7)
4 NM
210K
MAZIE
(5)
WACKI
11000
250 KIAS
048°
(8)
ILENE
13000
047°
(26)
JAIKE
SPNCR
(5)
(10)
047°
210K
4 NM
SISSI
BUZIE
CRRIS
PEEDS
Expect to cross at FL240.
048°
(24)
FUBRR
PALEO
(9)
(10)
NOTTINGHAM OTT
10 NM
RIISE
020°
(26)
033°
(26)
054°
(26)
MOOUR
GORDONSVILLE GVE
VAALI
BOOYA
(34)
(32)
4000
070°
(44)
034°
(33)
4000
021°
(25)
RAIMY
PATUXENT PXT
4000
048°
(56)
QBEES
MAAXY
4000
046°
(52)
4000
032°
(57)
FLAT ROCK FAK
RICHMOND RIC
HOPEWELL HPW

NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 03 JUN 2010 to 01 JUL 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



APP CRS	Rwy Idg	3496
011°	TDZE	49
	Apt Elev	49

RNAV (GPS) RWY 1

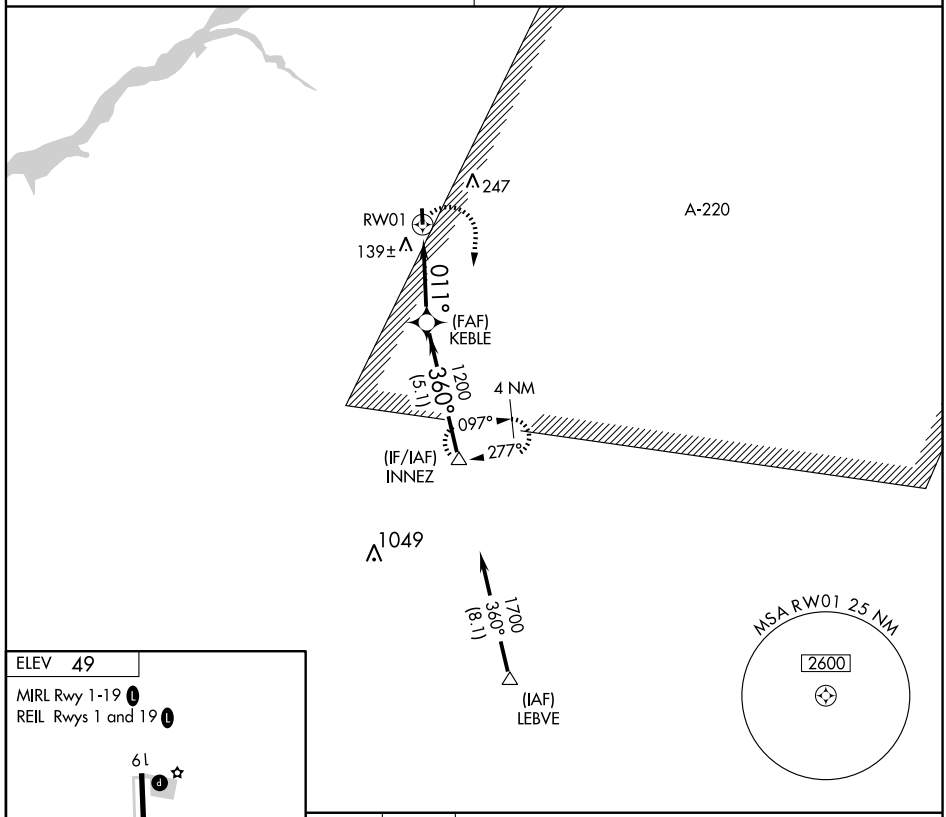
LUMBERTON / FLYING W (N14)

Use McGuire AFB altimeter setting; if not received, procedure NA.
GPS RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 2000 direct INNEZ WP and hold.

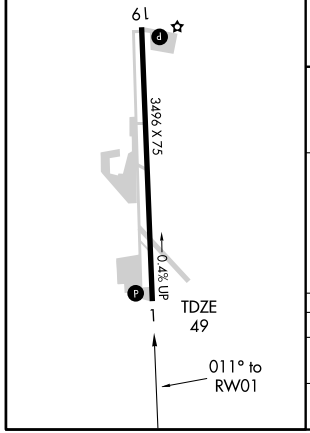
McGUIRE APP CON	UNICOM
124.15 363.8	122.8 (CTAF) L

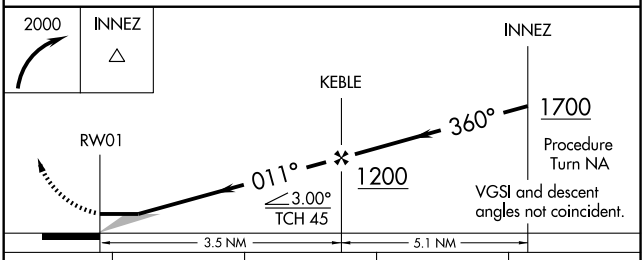


ELEV 49

MIRL Rwy 1-19 L

REIL Rwys 1 and 19 L





CATEGORY	A	B	C	D
LNAV MDA	460-1 411 (500-1)		NA	
CIRCLING	500-1 451 (500-1)		NA	

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3496
191°	TDZE	49
	Apt Elev	49

RNAV (GPS) RWY 19

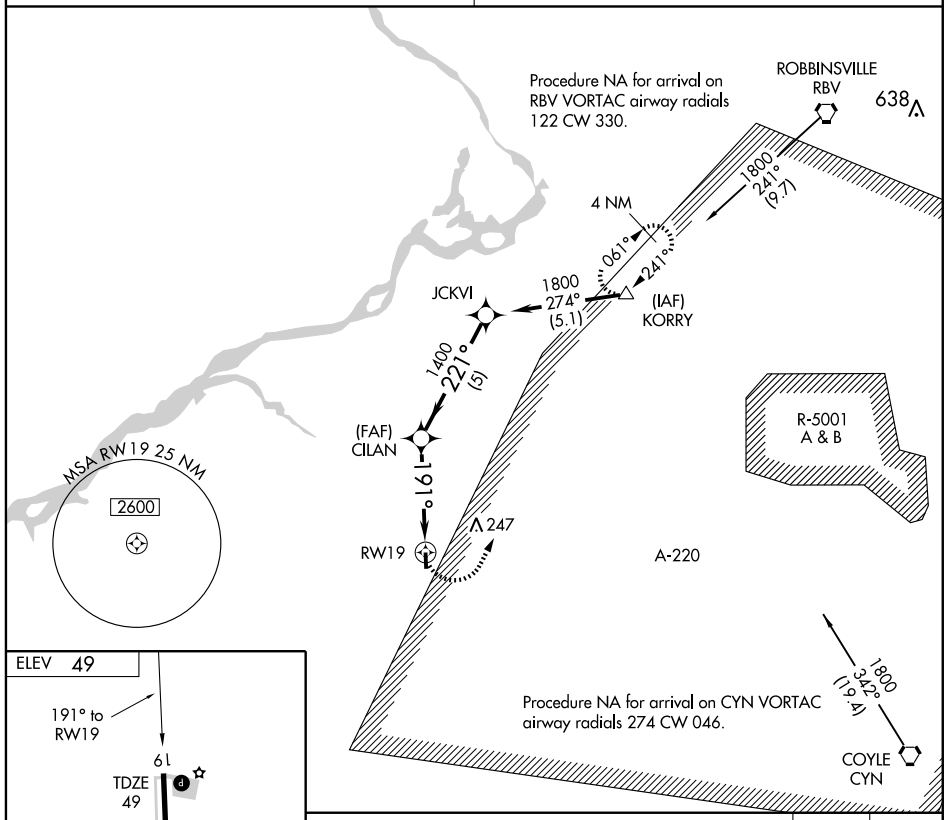
LUMBERTON/ FLYING W (N14)

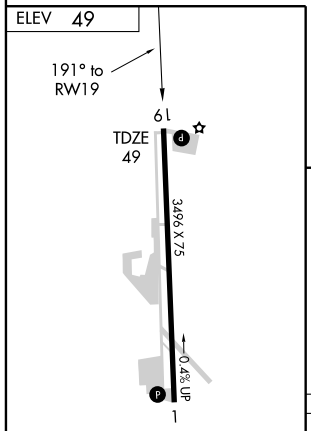
Use McGuire AFB altimeter setting; if not received, procedure NA.
GPS RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

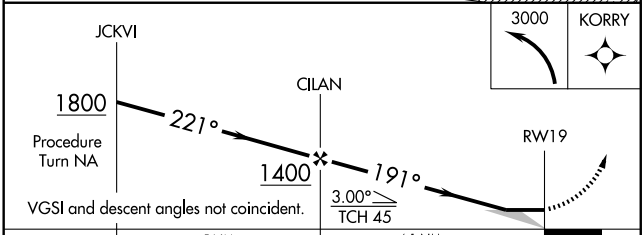
MISSED APPROACH: Climbing left turn to 3000 direct KORRY WP and hold.

McGUIRE APP CON	UNICOM
124.15 363.8	122.8 (CTAF) L





MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

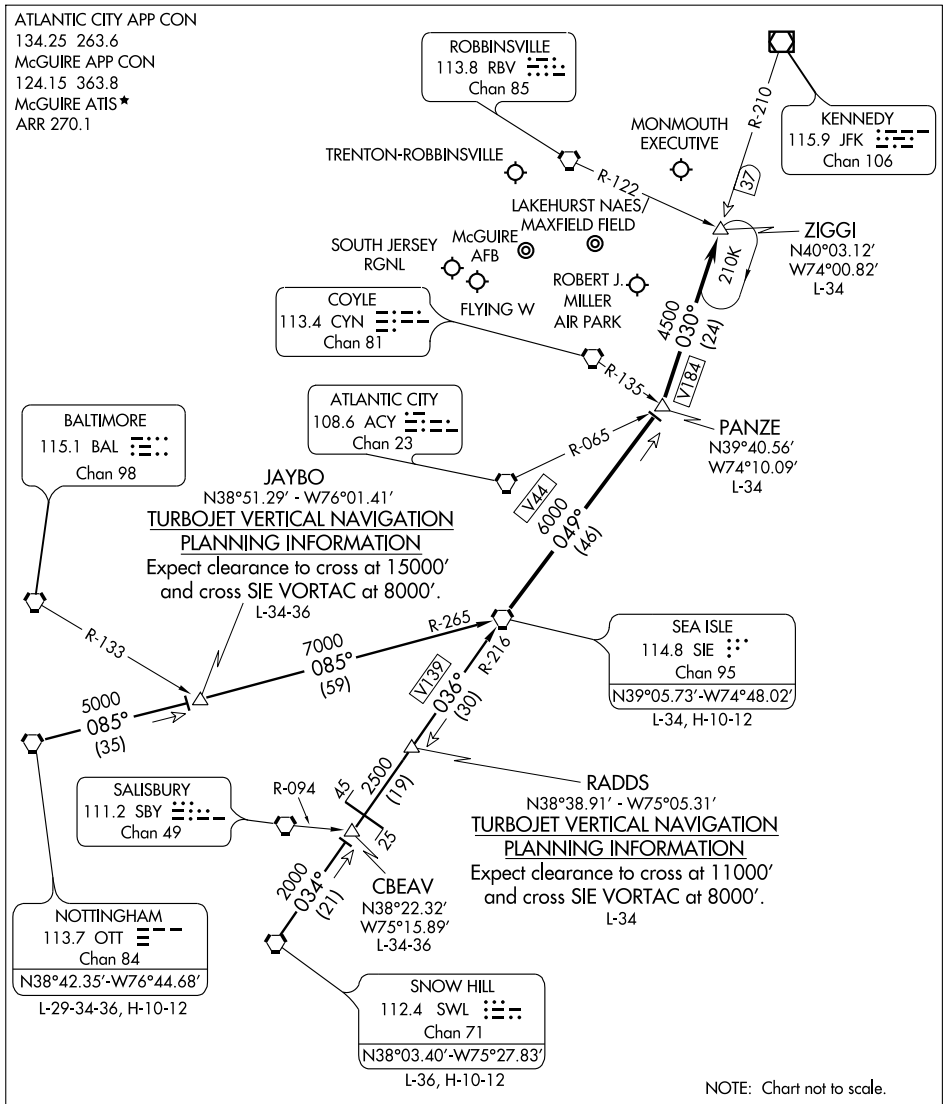


CATEGORY	A	B	C	D
LNAV MDA	620-1 571 (600-1)		NA	
CIRCLING	620-1 571 (600-1)		NA	

NE-2. 03 JUN 2010 to 01 JUL 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

VORTAC RBV 113.8 Chan 85	APP CRS 232°	Rwy Idg N/A TDZE N/A Apt Elev 49

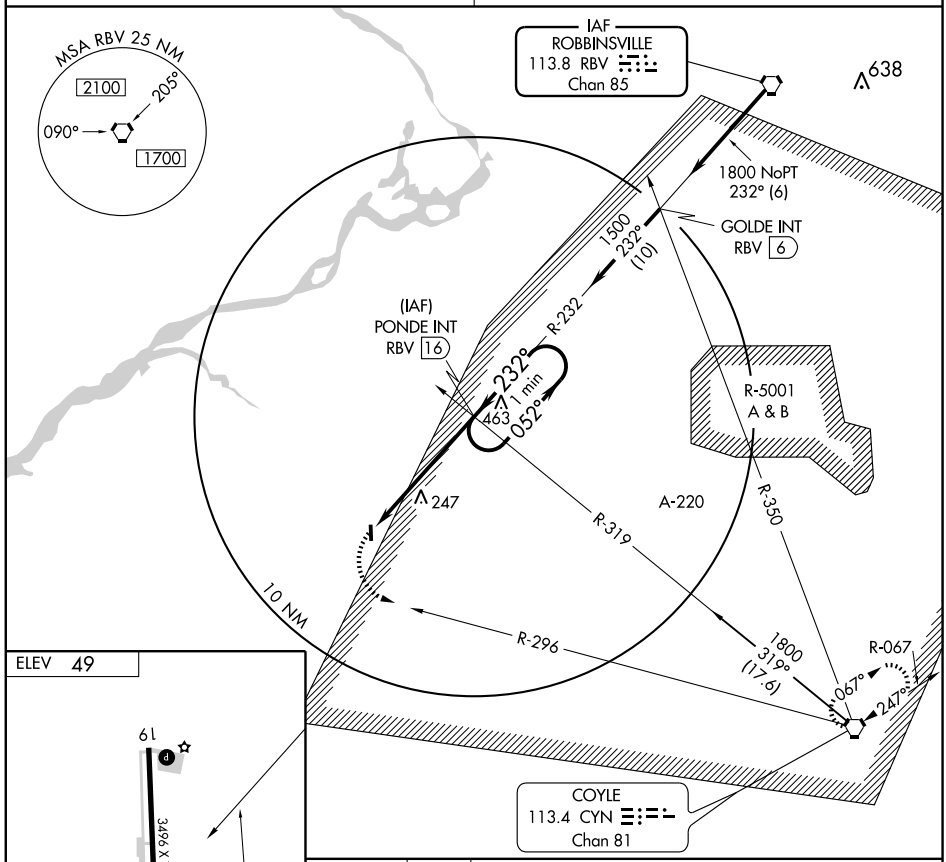
VOR-A

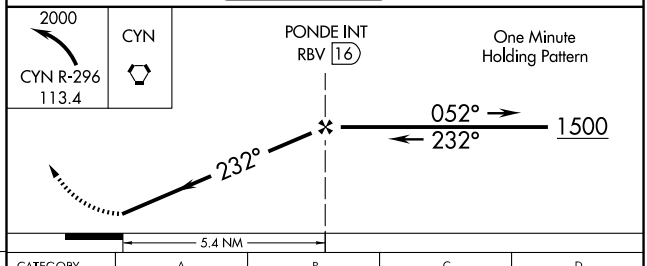
LUMBERTON / FLYING W (N14)

NA — Use McGuire AFB altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climbing left turn to 2000 via CYN VORTAC R-296 to CYN VORTAC and hold.

McGUIRE APP CON	UNICOM
124.15 363.8	122.8 (CTAF) L





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
CIRCLING	640-1 591 (600-1)	640-1¼ 591 (600-1¼)	NA	

NE-2. 03 JUN 2010 to 01 JUL 2010

(JAIKE.JAIKE2) 10154 ST-890 (FAA)

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.

UBUCK
ZENNS
TETERBORO
MORRISTOWN MUNI
ESSEX COUNTY
SOMERSET
LINDEN
SOLBERG SBJ
CENTRAL JERSEY RGNL
2100
(16)
REGLE
7000
059°
(7)
4 NM
210K
MAZIE
(5)
WACKI
11000
250 KIAS
048°
(8)
ILENE
13000
047°
(26)
JAIKE
SPNCR
(5)
(10)
047°
210K
4 NM
SISSI
BUZIE
CRRIS
PEEDS
Expect to cross at FL240.
048°
(24)
FUBRR
PALEO
(9)
(10)
NOTTINGHAM OTT
10 NM
RIISE
020°
(26)
033°
(26)
054°
(26)
MOOUR
GORDONSVILLE GVE
VAALI
BOOYA
(34)
(32)
4000
070°
(44)
034°
(33)
4000
021°
(25)
RAIMY
PATUXENT PXT
4000
048°
(56)
QBEES
MAAXY
4000
046°
(52)
4000
032°
(57)
FLAT ROCK FAK
RICHMOND RIC
HOPEWELL HPW

NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3509
069°	TDZE	81
	Apt Elev	86

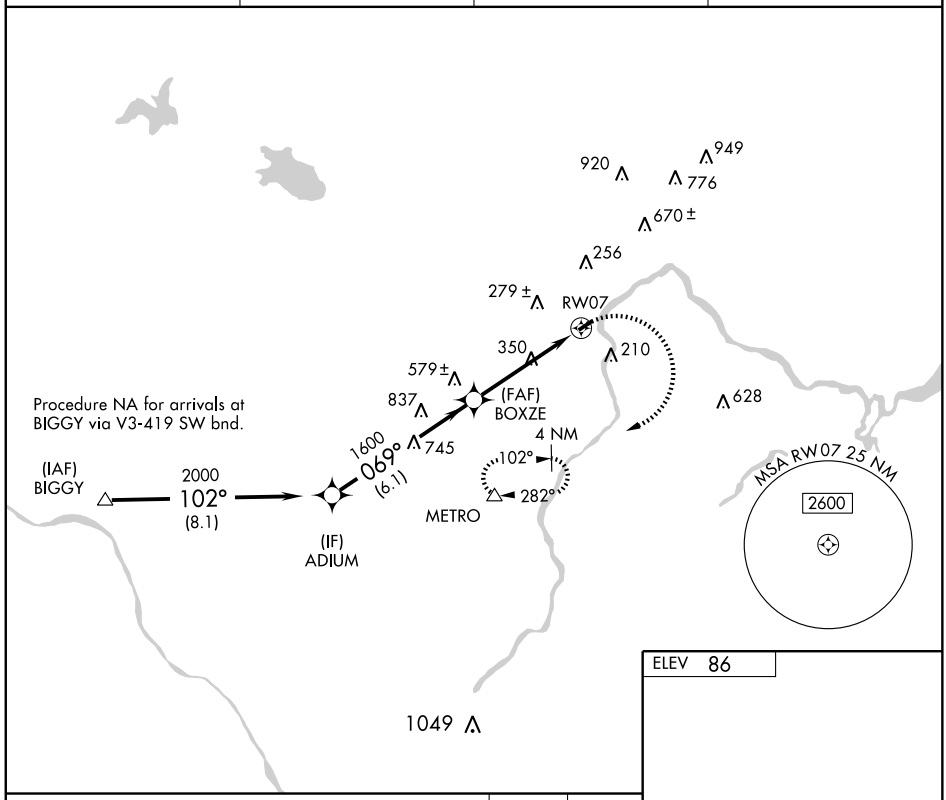
RNAV (GPS) RWY 7

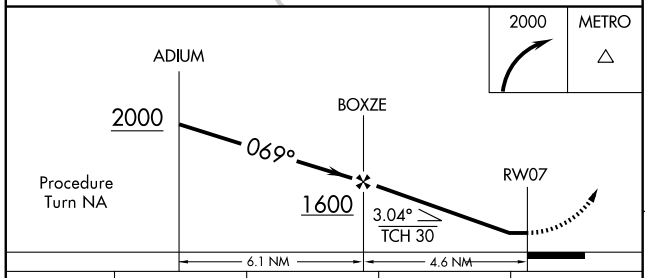
MANVILLE/ CENTRAL JERSEY RGNL (47N)

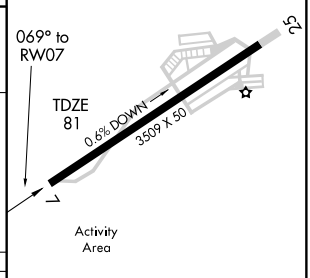
NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Trenton altimeter setting; if not received use Newark altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct METRO and hold.

TRENTON ASOS	NEW YORK APP CON	GCO	UNICOM
126.77	132.8 379.9	121.725	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	720-1	639 (700-1)	720-1¾ 639 (700-1¾)	NA
CIRCLING	720-1	634 (700-1)	720-1¾ 634 (700-1¾)	NA

LIRL Rwy 7-25

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3509
249°	TDZE	82
	Apt Elev	86

RNAV (GPS) RWY 25

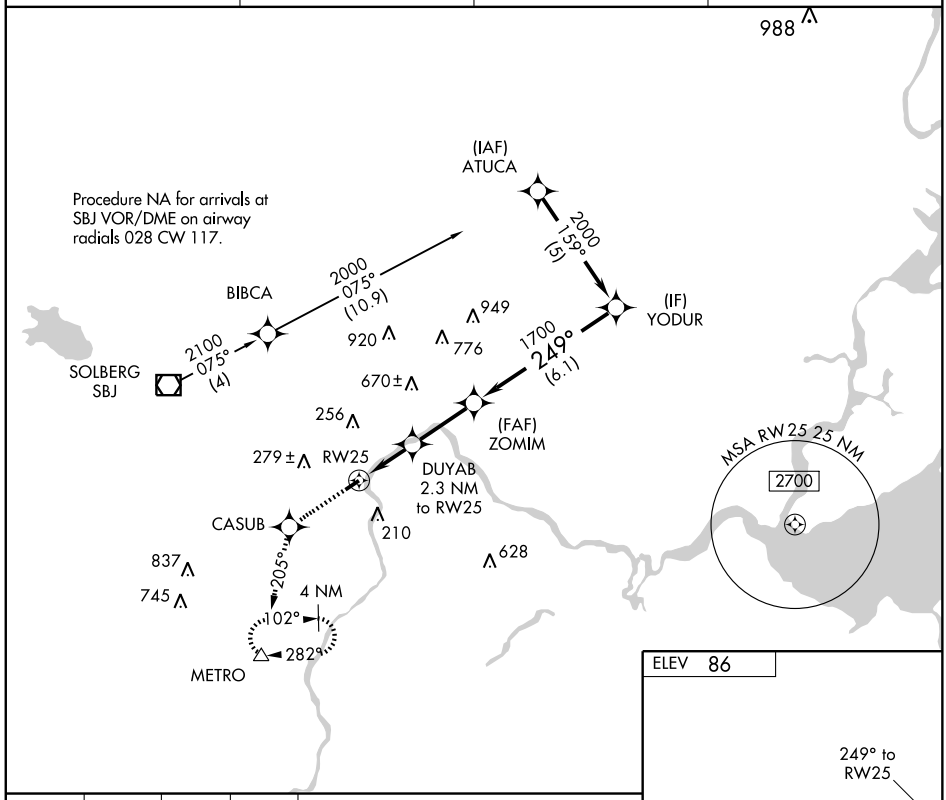
MANVILLE/ CENTRAL JERSEY RGNL (47N)

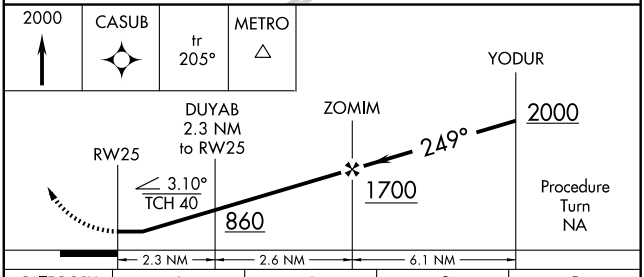
NA

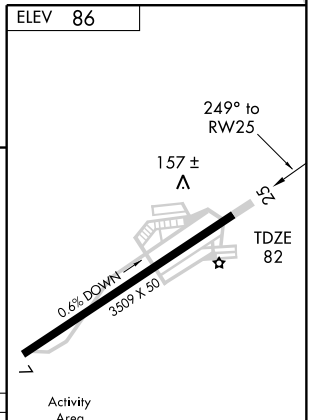
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Trenton altimeter setting; if not received use Newark altimeter setting.

MISSED APPROACH: Climb to 2000 direct CASUB and via 205° track to METRO and hold.

TRENTON ASOS	NEW YORK APP CON	GCO	UNICOM
126.77	132.8 379.9	121.725	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	480-1 398 (400-1)			NA
CIRCLING	540-1 454 (500-1)		700-1¾ 614 (700-1¾)	NA

LIRL Rwy 7-25

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME SBJ	APP CRS	Rwy Idg	N/A
112.9	128°	TDZE	N/A
Chan 76		Apt Elev	86

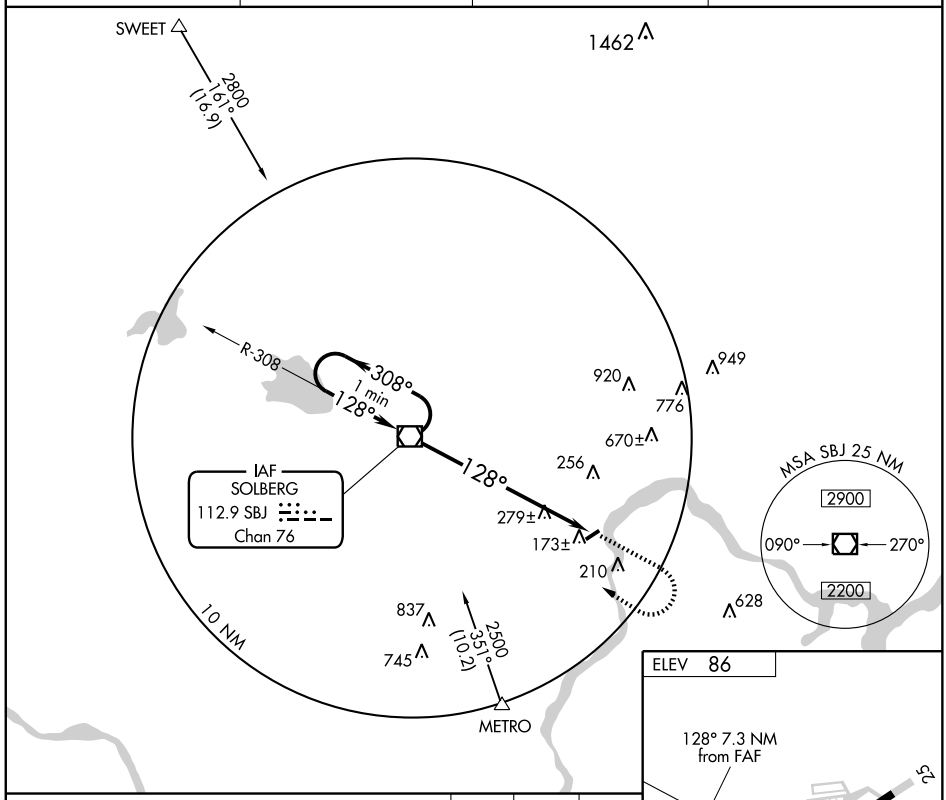
VOR-A

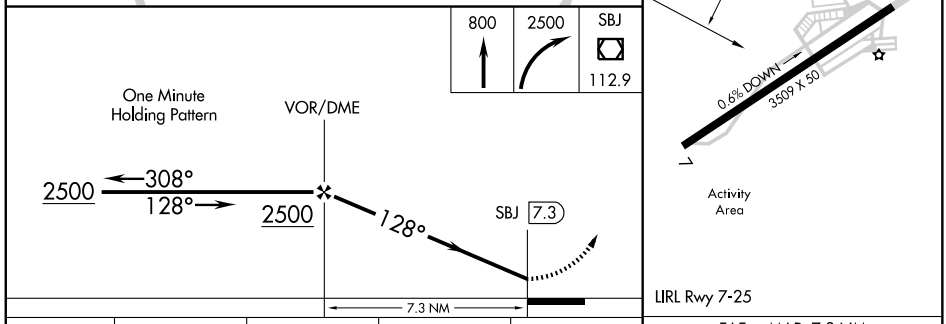
MANVILLE/CENTRAL JERSEY RGNL (47N)

NA Use Trenton Mercer altimeter setting, when not received, use Newark Liberty Intl altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2500 direct SBJ VOR/DME and hold.

TRENTON ASOS	NEW YORK APP CON	GCO	UNICOM
126.77	132.8 379.9	121.725	122.7 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	720-1	634 (700-1)	720-1¾	NA
			634 (700-1¾)	

FAF to MAP 7.3 NM

Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC I-MIV	APP CRS	Rwy Idg	6002
110.9	100°	TDZE	74
		Apt Elev	83

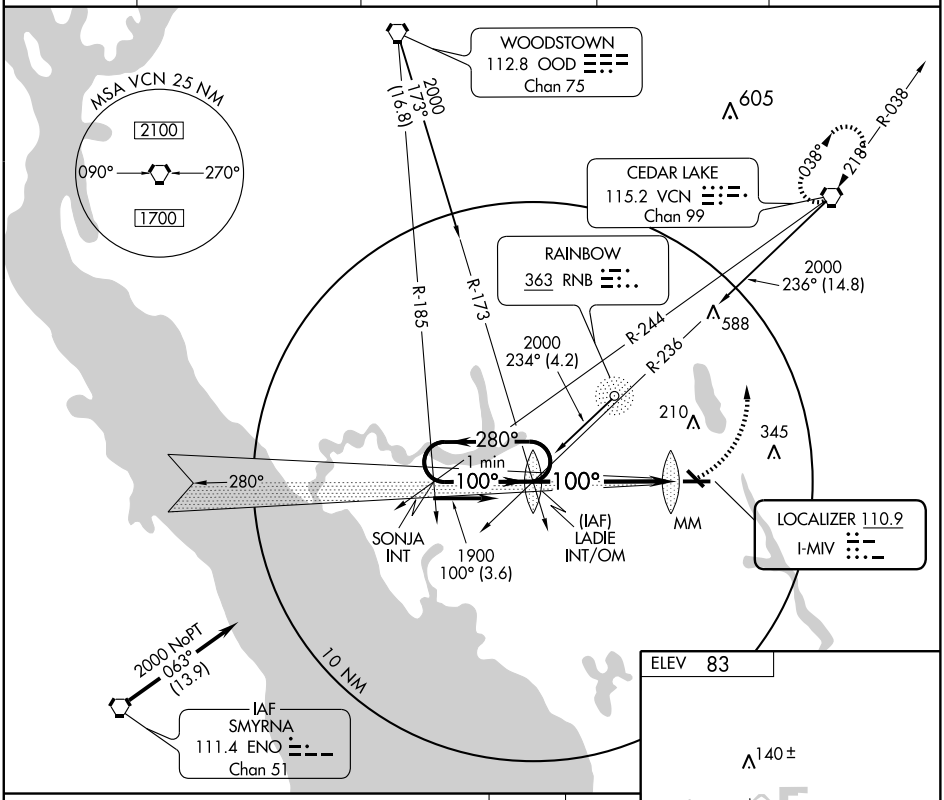
ILS RWY 10
MILLVILLE MUNI (MIV)

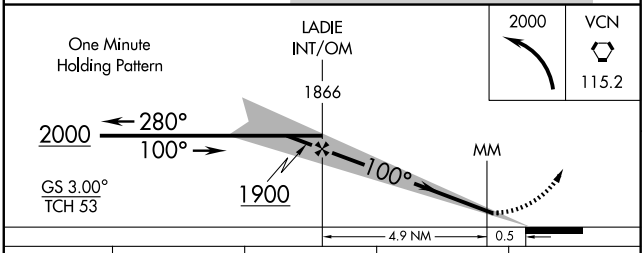
Cat. D S-LOC 10 visibility increased ¼ mile for inoperative MM.
ACTIVATE MALSR Rwy 10-UNICOM.

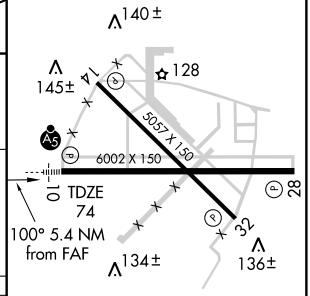
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 L	123.65







CATEGORY	A	B	C	D
S-ILS 10	274-½ 200 (200-½)			
S-LOC 10	420-½ 346 (400-½)			420-¾ 346 (400-¾)
CIRCLING	480-1 397 (400-1)	540-1 457 (500-1)	540-1½ 457 (500-1½)	640-2 557 (600-2)

MIRL Rwys 10-28 and 14-32 L

FAF to MAP 5.4 NM

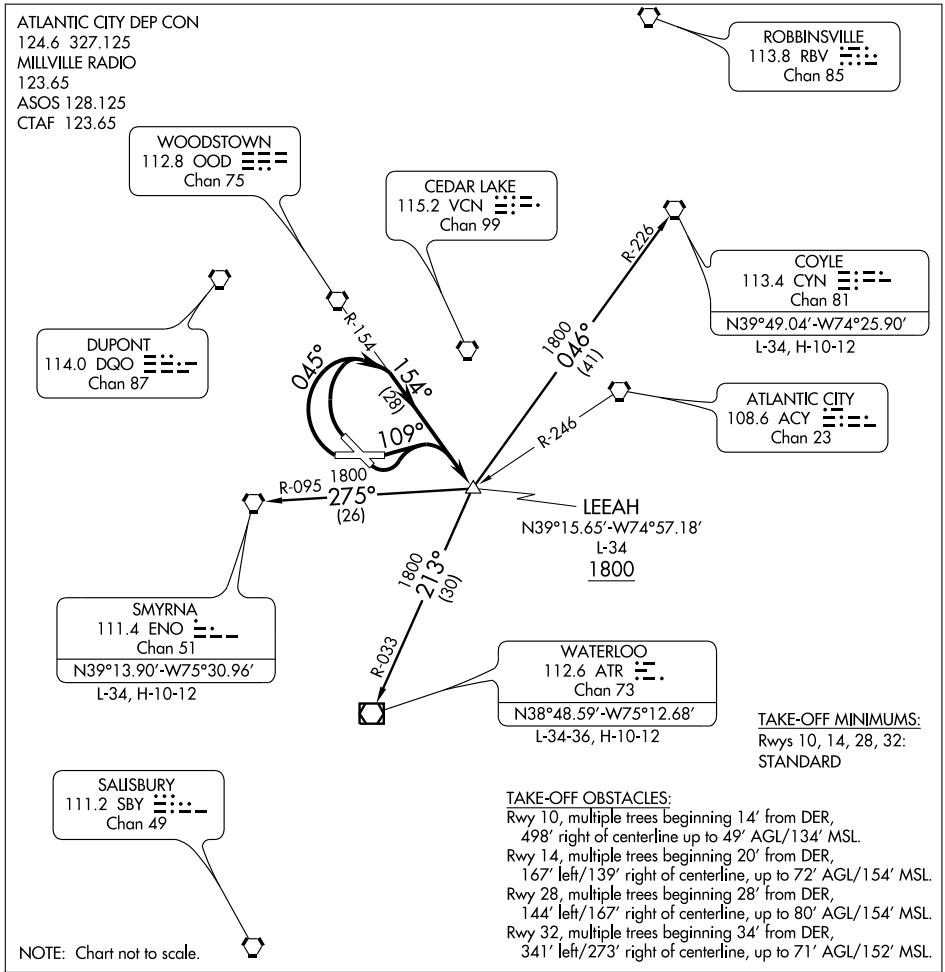
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2. 03 JUN 2010 to 01 JUL 2010

LEEAH THREE DEPARTURE

SL-891 (FAA)

MILLVILLE MUNI (MIV)
MILLVILLE, NEW JERSEY



TAKE-OFF MINIMUMS:
Rwys 10, 14, 28, 32:
STANDARD

TAKE-OFF OBSTACLES:
Rwy 10, multiple trees beginning 14' from DER, 498' right of centerline up to 49' AGL/134' MSL.
Rwy 14, multiple trees beginning 20' from DER, 167' left/139' right of centerline, up to 72' AGL/154' MSL.
Rwy 28, multiple trees beginning 28' from DER, 144' left/167' right of centerline, up to 80' AGL/154' MSL.
Rwy 32, multiple trees beginning 34' from DER, 341' left/273' right of centerline, up to 71' AGL/152' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 28, 32: Turn right heading 045° and OOD R-154 to LEEAH INT, then via (transition) or (assigned route). Thence . . . .

TAKE-OFF RUNWAYS 10, 14: Turn left heading 109° and OOD R-154 to LEEAH INT, then via (transition) or (assigned route). Thence . . . .

. . . . Maintain 1800', expect filed altitude/flight level 10 minutes after departure.

COYLE TRANSITION (LEEAH3.CYN): From over LEEAH INT via CYN R-226 to CYN VORTAC.

SMYRNA TRANSITION (LEEAH3.ENO): From over LEEAH INT via ENO R-095 to ENO VORTAC.

WATERLOO TRANSITION (LEEAH3.ATR): From over LEEAH INT via ATR R-033 to ATR VOR/DME.

NE-2, 03 JUN 2010 to 01 JUL 2010

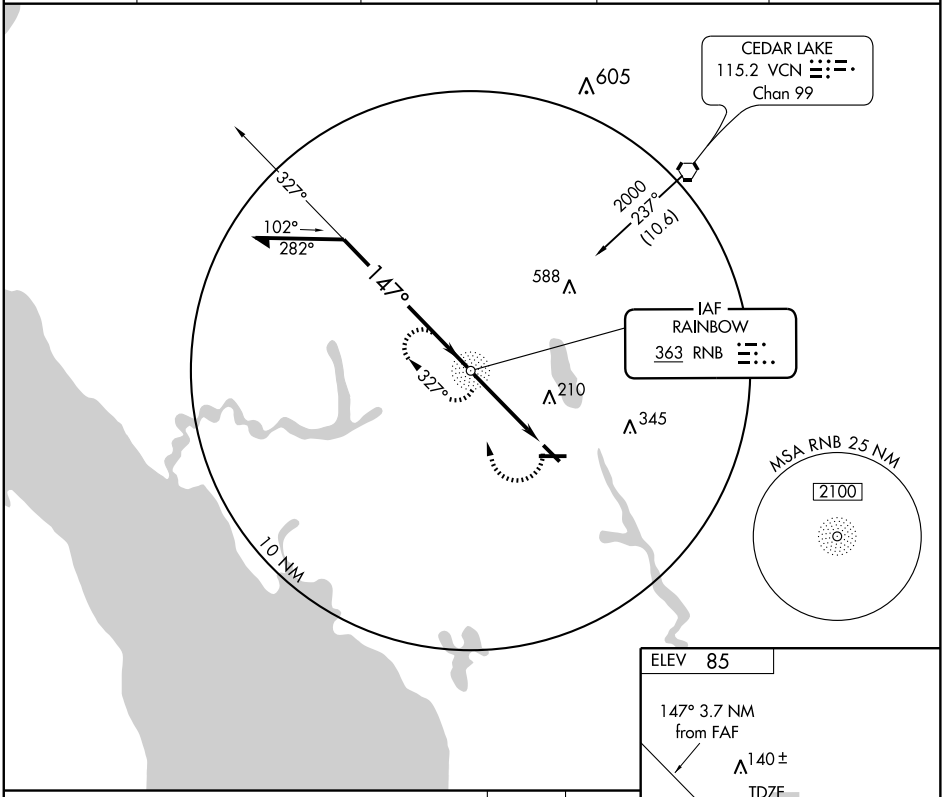
NDB RNB	APP CRS	Rwy Idg	5057
363	147°	TDZE	81
		Apt Elev	85

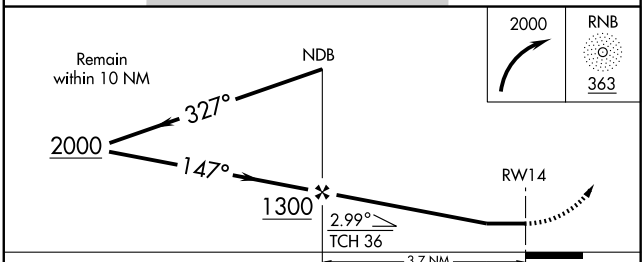
NDB RWY 14
MILLVILLE MUNI (MIV)

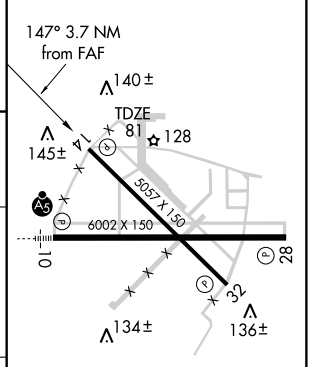
When VGSI inop, straight-in/circling Rwy 14 procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct RNB NDB and hold, continue climb-in-hold to 2000.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 L	123.65







CATEGORY	A	B	C	D
S-14	560-1	479 (500-1)	560-1¼ 479 (500-1¼)	560-1½ 479 (500-1½)
CIRCLING	560-1	475 (500-1)	560-1½ 475 (500-1½)	640-2 555 (600-2)

MIRL Rwys 10-28 and 14-32 L

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5057
Ch 82000	146°	TDZE	81
W14A		Apt Elev	85

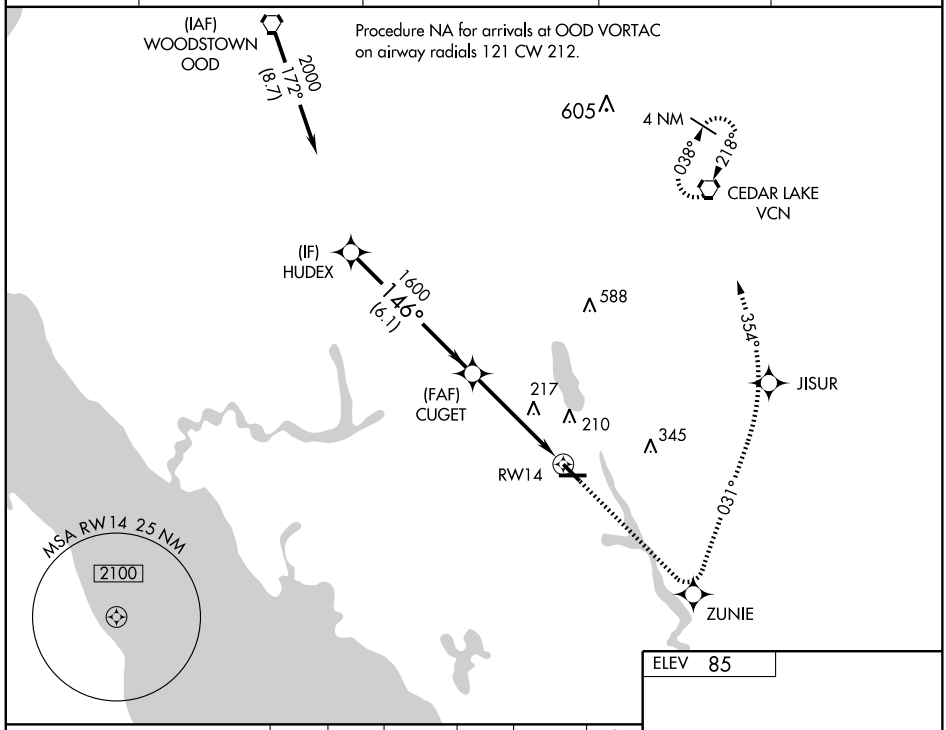
RNAV (GPS) RWY 14

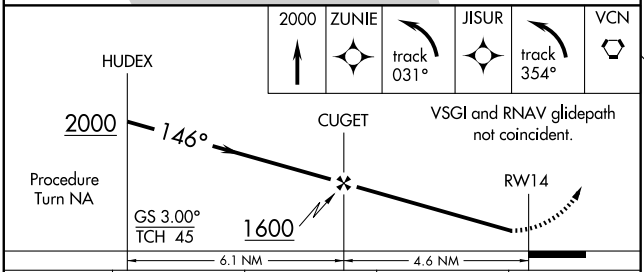
MILLVILLE MUNI (MIV)

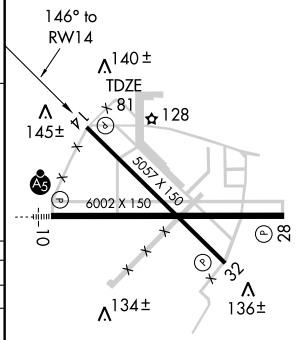
When VGSI inop, straight-in/circling Rwy 14 procedure NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2000 direct ZUNIE and left turn via 031° track to JISUR and left turn 354° track to VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 L	123.65







CATEGORY	A	B	C	D
LPV DA	377-1 296 (300-1)			
LNAV/ VNAV DA	550-1¾ 469 (500-1¾)			
LNAV MDA	480-1 399 (400-1)			480-1¼ 399 (400-1¼)
CIRCLING	560-1 475 (500-1)		560-1½ 475 (500-1½)	640-2 555 (600-2)

MIRL Rwys 10-28 and 14-32 L

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6002
Ch 42700	281°	TDZE	85
W28A		Apt Elev	85

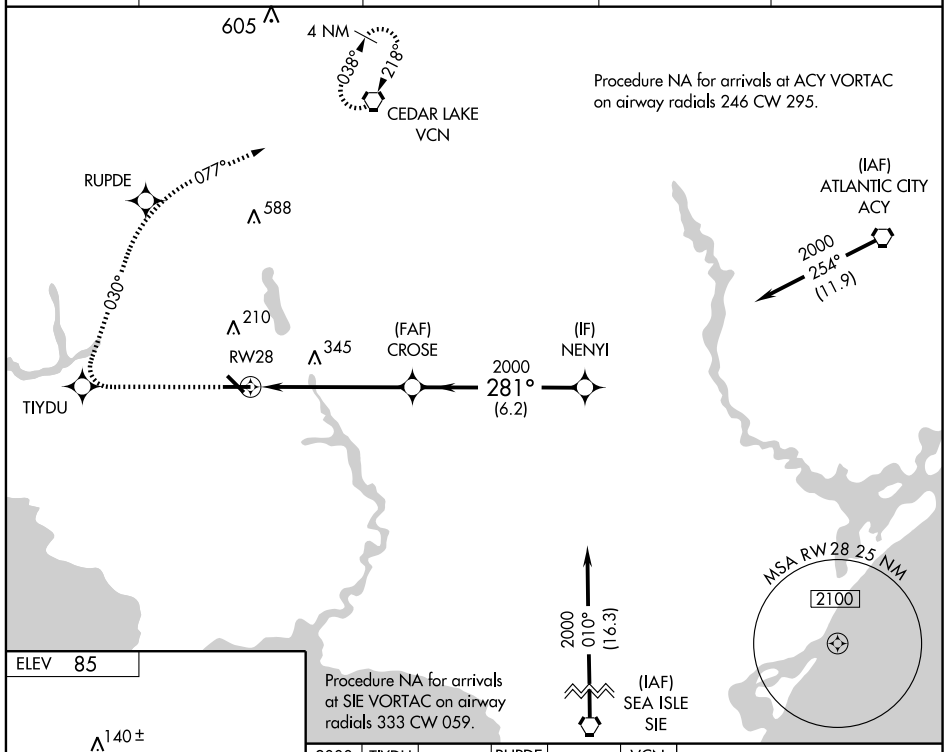
RNAV (GPS) RWY 28

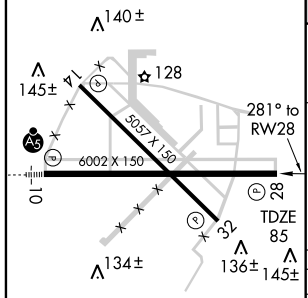
MILLVILLE MUNI (MIV)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

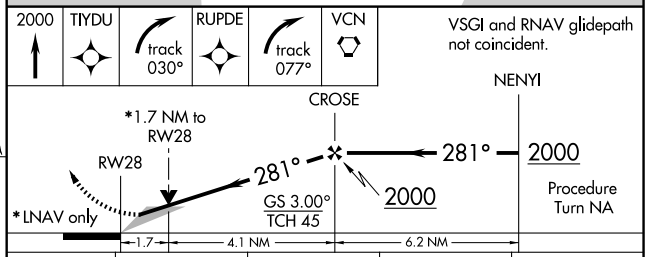
MISSED APPROACH: Climb to 2000 direct TIYDU and right turn via 030° track to RUPDE and right turn 077° track to VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 (L)	123.65





MIRL Rwys 10-28 and 14-32 (L)



CATEGORY	A	B	C	D
LPV DA	344-1 259 (300-1)			
LNAV/VNAV DA	405-1 320 (400-1)			
LNAV MDA	640-1 555 (600-1)		640-1½ 555 (600-1½)	640-1¾ 555 (600-1¾)
CIRCLING	640-1 555 (600-1)		640-1½ 555 (600-1½)	640-2 555 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5057
Ch 86900	326°	TDZE	82
W32A		Apt Elev	85

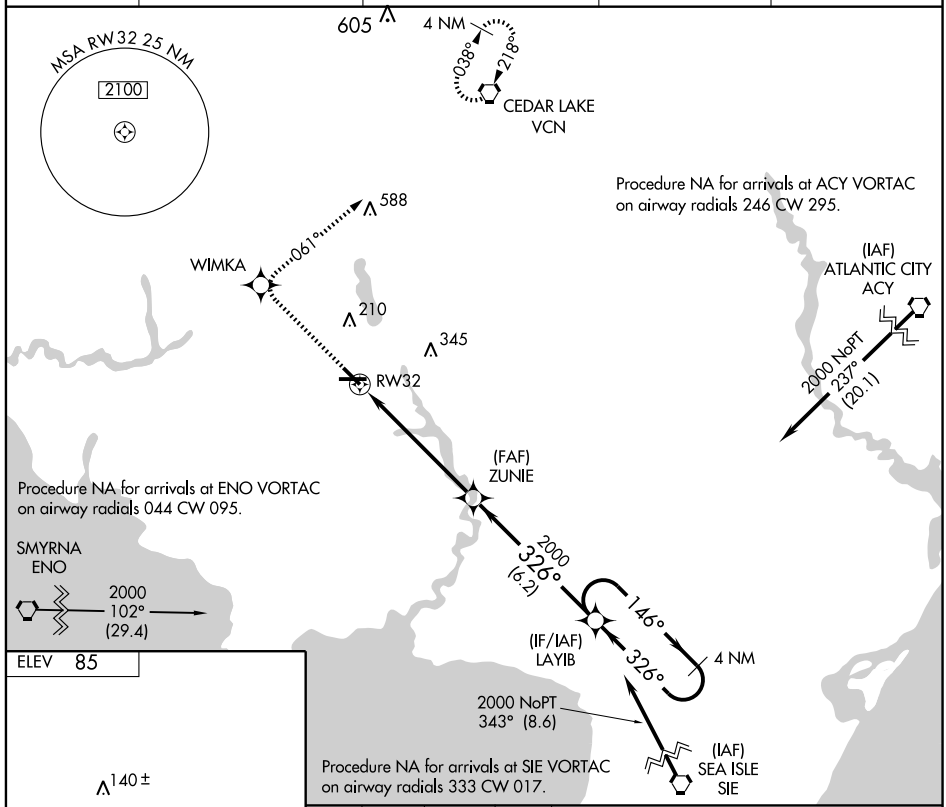
RNAV (GPS) RWY 32

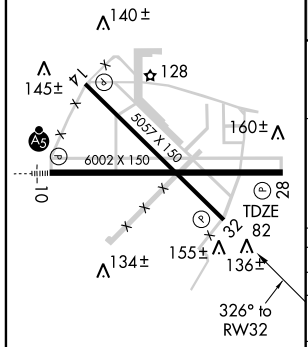
MILLVILLE MUNI (MIV)

Procedure NA at night. DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

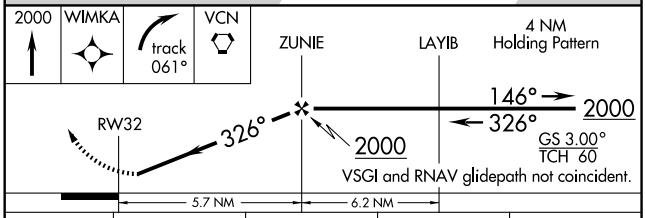
MISSED APPROACH: Climb to 2000 direct WIMKA and right turn via 061° track to VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 (L)	123.65





MIRL Rwys 10-28 and 14-32 (L)



CATEGORY	A	B	C	D
LPV DA	381-1 299 (300-1)			
LNAV/VNAV DA	415-1 333 (400-1)			
LNAV MDA	420-1 338 (400-1)			
CIRCLING	480-1 395 (400-1)	540-1 455 (500-1)	560-1½ 475 (500-1½)	640-2 555 (600-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	216°	TDZE	N/A
Chan 99		Apt Elev	85

VOR-A

MILLVILLE MUNI (MIV)

If local altimeter setting not received, use Atlantic City Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2000 direct VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 L	123.65

1049

1049

WOODSTOWN
112.8 OOD
Chan 75

NoPT for arrival on VCN airway radials 301 CW 115.

R-036

036° 1 min 216°

IF/IAF
CEDAR LAKE
115.2 VCN
Chan 99

R-141

1600

216°
(6.1)

588

VINER INT
VCN 6.1

286

210

345

10 NM

MACYG
VCN 11.1

MSA VCN 25 NM
2100
090° 270°
1700

ELEV 85

216° 5.1 NM from FAF

140±

145±

128

5057 X 150

6002 X 150

10

28

32

134±

136±

MIRL Rwys 10-28 and 14-32 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

2000 VCN 115.2

VINER INT VCN 6.1

VORTAC

One Minute Holding Pattern

036°

216°

2000

MACYG VCN 11.1

216°

1600

5.1 NM 6.1 NM

CATEGORY	A	B	C	D
CIRCLING	600-1 515 (600-1)		600-1½ 515 (600-1½)	640-2 555 (600-2)

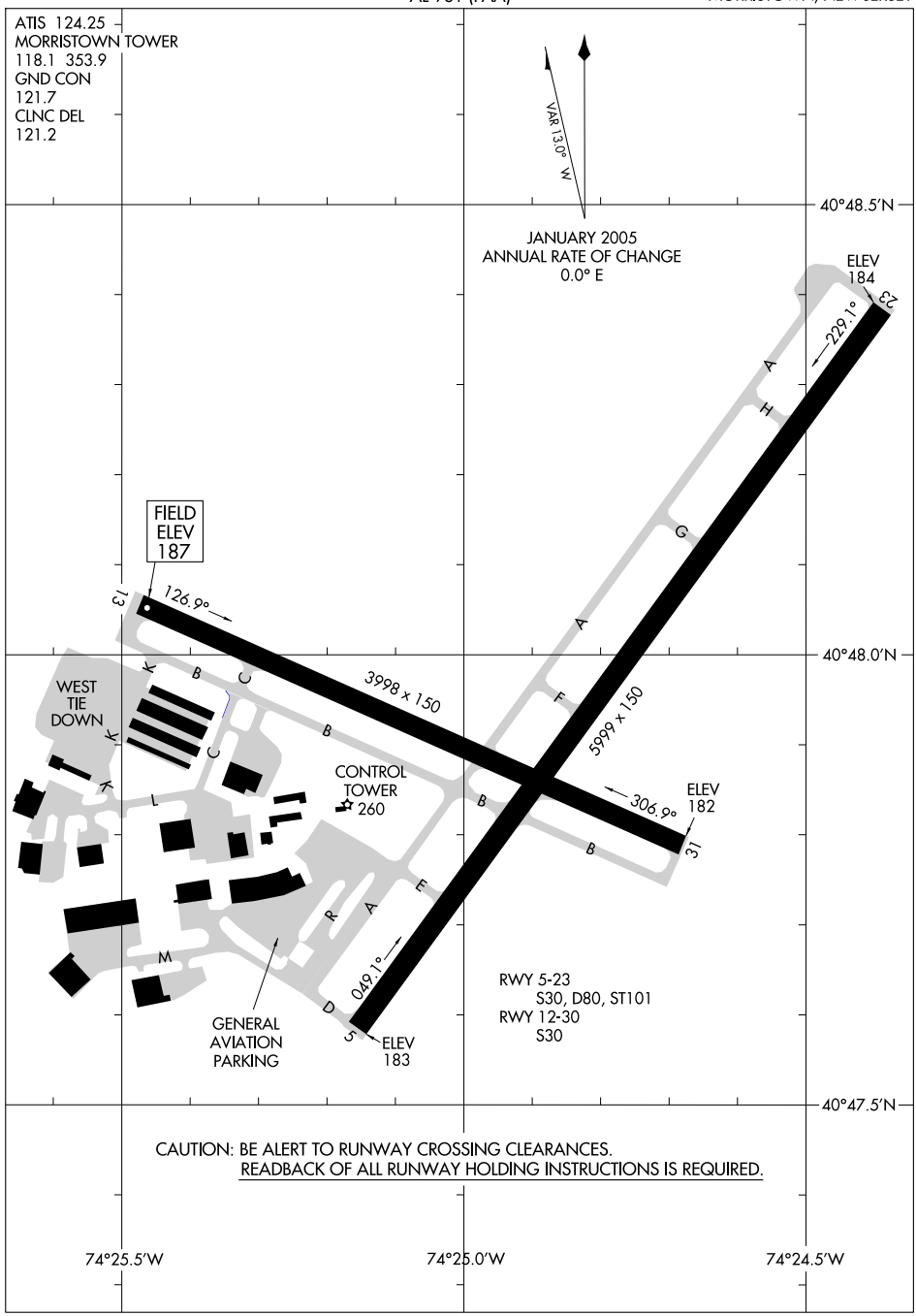
NE-2. 03 JUN 2010 to 01 JUL 2010

06327

AIRPORT DIAGRAM

AL-931 (FAA)

MORRISTOWN MUNI (MMU)
MORRISTOWN, NEW JERSEY



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC I-MMU	APP CRS	Rwy Idg	5999
110.3	227°	TDZE	184
		Apt Elev	187

ILS or LOC RWY 23

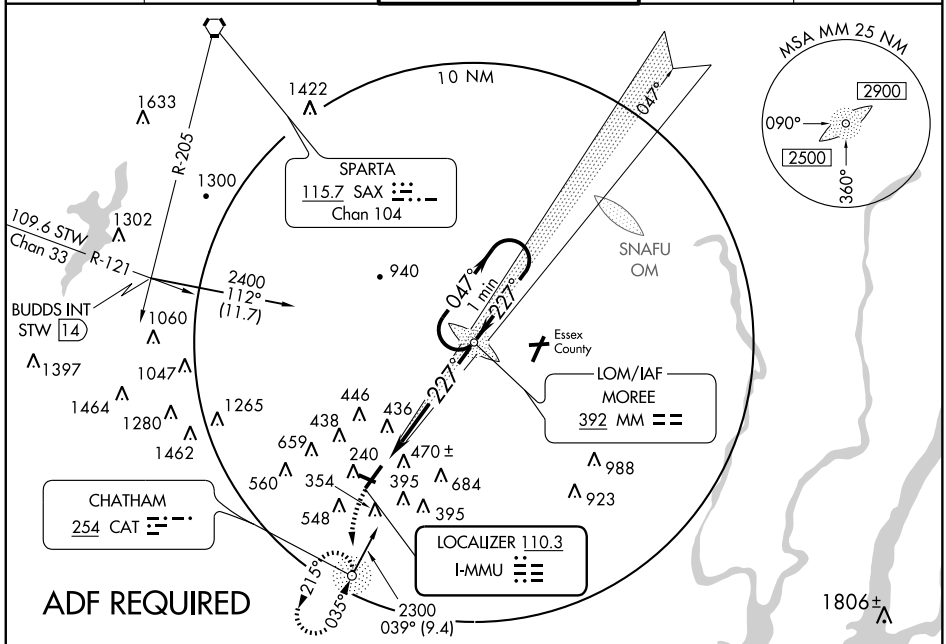
MORRISTOWN MUNI (MMU)

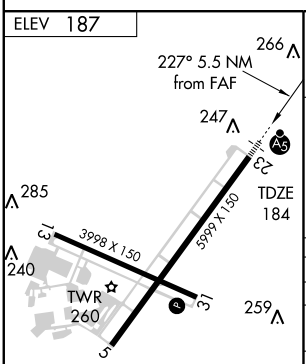
CAUTION: Caldwell/Essex County OM for Rwy 22 may be received prior to Moree LOM. When control tower closed, use Newark altimeter setting.

MALSR

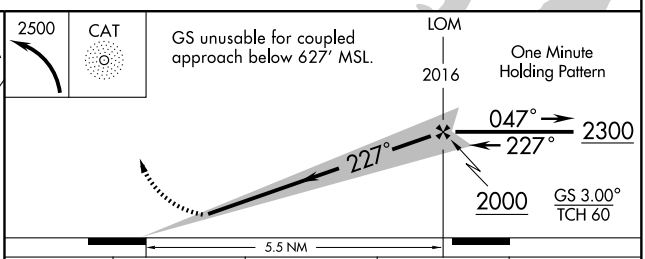
MISSED APPROACH: Climbing left turn to 2500 direct CAT NDB and hold, continue climb-in-hold to 2500.

ATIS	NEW YORK APP CON	MORRISTOWN TOWER ★	GND CON	CLNC DEL
124.25	127.6 379.9	118.1 L (CTAF) 353.9	121.7	121.2





FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 23	384-½ 200 (200-½)			
S-LOC 23	660-½ 476 (500-½)		660-¾ 476 (500-¾)	660-1 476 (500-1)
CIRCLING	860-1 673 (700-1)		860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK ALTIMETER SETTING MINIMUMS				
S-ILS 23	438-½ 254 (300-½)			
S-LOC 23	720-½ 536 (600-½)		720-1 536 (600-1)	720-1¼ 536 (600-1¼)
CIRCLING	920-1 733 (800-1)		920-2 733 (800-2)	1040-2¾ 853 (900-2¾)

NE-2. 03 JUN 2010 to 01 JUL 2010

(JAIKE.JAIKE2) 10154 ST-890 (FAA)

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

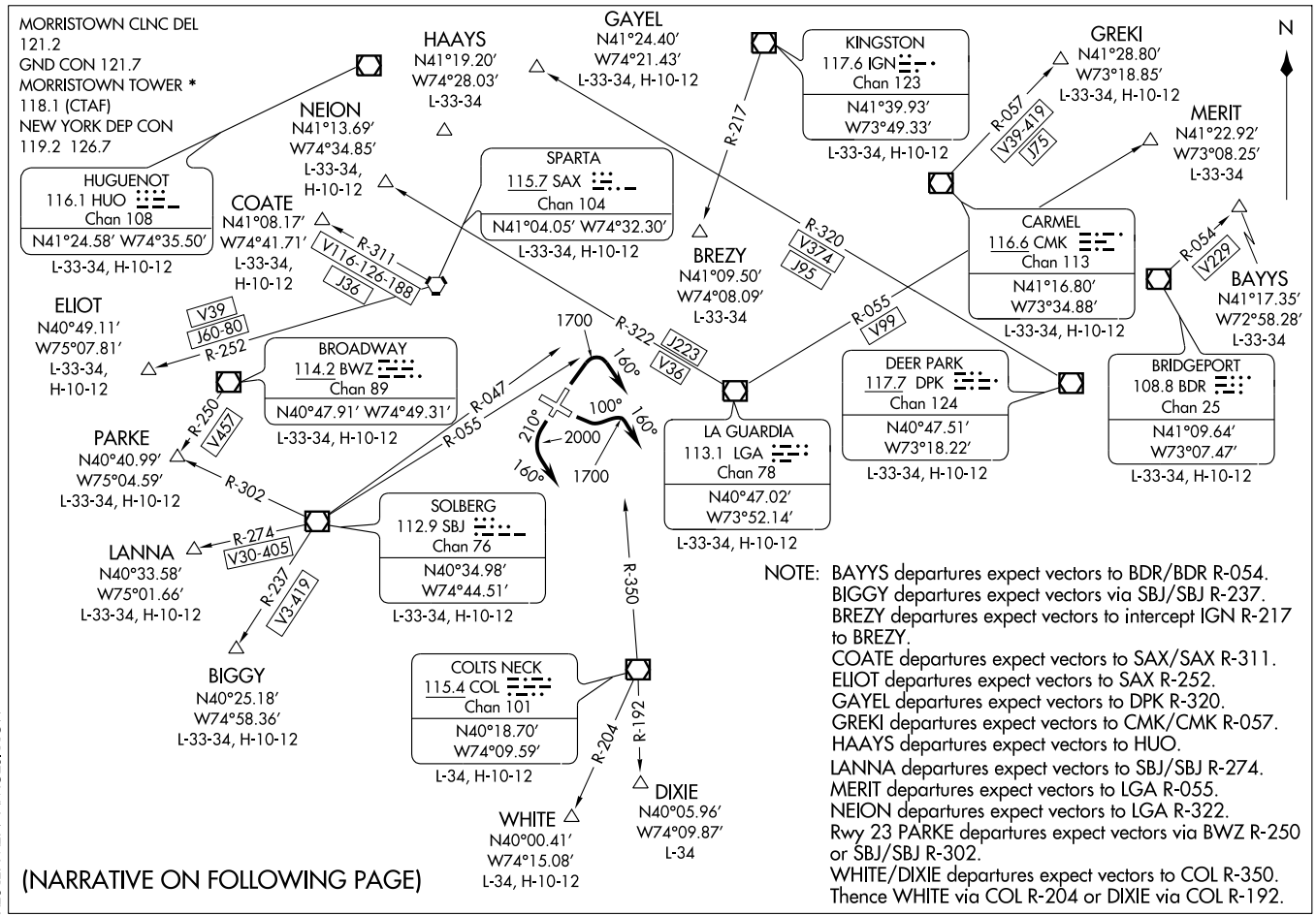
From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.

UBUCK
ZENNS
TETERBORO
MORRISTOWN MUNI
ESSEX COUNTY
SOMERSET
LINDEN
SOLBERG SBJ
CENTRAL JERSEY RGNL
2100
(16)
REGLE
7000
059°
(7)
4 NM
210K
MAZIE
(5)
WACKI
11000
250 KIAS
048°
(8)
ILENE
13000
047°
(26)
JAIKE
SPNCR
(5)
(10)
047°
210K
4 NM
SISSI
BUZIE
CRRIS
PEEDS
Expect to cross at FL240.
048°
(24)
FUBRR
PALEO
(9)
(10)
NOTTINGHAM OTT
10 NM
RIISE
020°
(26)
033°
(26)
054°
(26)
MOOUR
GORDONSVILLE GVE
VAALI
BOOYA
(34)
(32)
4000
070°
(44)
034°
(33)
4000
021°
(25)
RAIMY
PATUXENT PXT
4000
048°
(56)
QBEES
MAAXY
4000
046°
(52)
4000
032°
(57)
FLAT ROCK FAK
RICHMOND RIC
HOPEWELL HPW

NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 03 JUN 2010 to 01 JUL 2010



MORRISTOWN FIVE DEPARTURE (OBSTACLE)

(MMU5.MMU) 10154

SL-931 (FAA)

MORRISTOWN MUNI (MMU)
MORRISTOWN, NEW JERSEY

MORRISTOWN FIVE DEPARTURE (OBSTACLE)

T

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb runway heading to 1700 feet, then turn right heading 160° maintain 2000 feet. Thence . . . .
TAKE-OFF RUNWAY 13: After crossing airport boundary and reaching 700 feet, climb via heading 100° to 1700 feet, then turn right heading 160°, maintain 2000 feet. Thence . . . .
TAKE OFF RUNWAY 23: After crossing airport boundary and reaching 500 feet, climb via heading 210° to 2000 feet, then turn left heading 160°, maintain 2000 feet. Thence . . . .
TAKE-OFF RUNWAY 31: Climb northeast on SBJ R-055 to 1700 feet then turn right heading 160° maintain 2000 feet. Thence . . . .
. . . . as per notes or via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATION: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after crossing SBJ R-047.

LOM MM	APP CRS	Rwy Idg	5999
392	228°	TDZE	184
		Apt Elev	187

NDB or GPS RWY 23

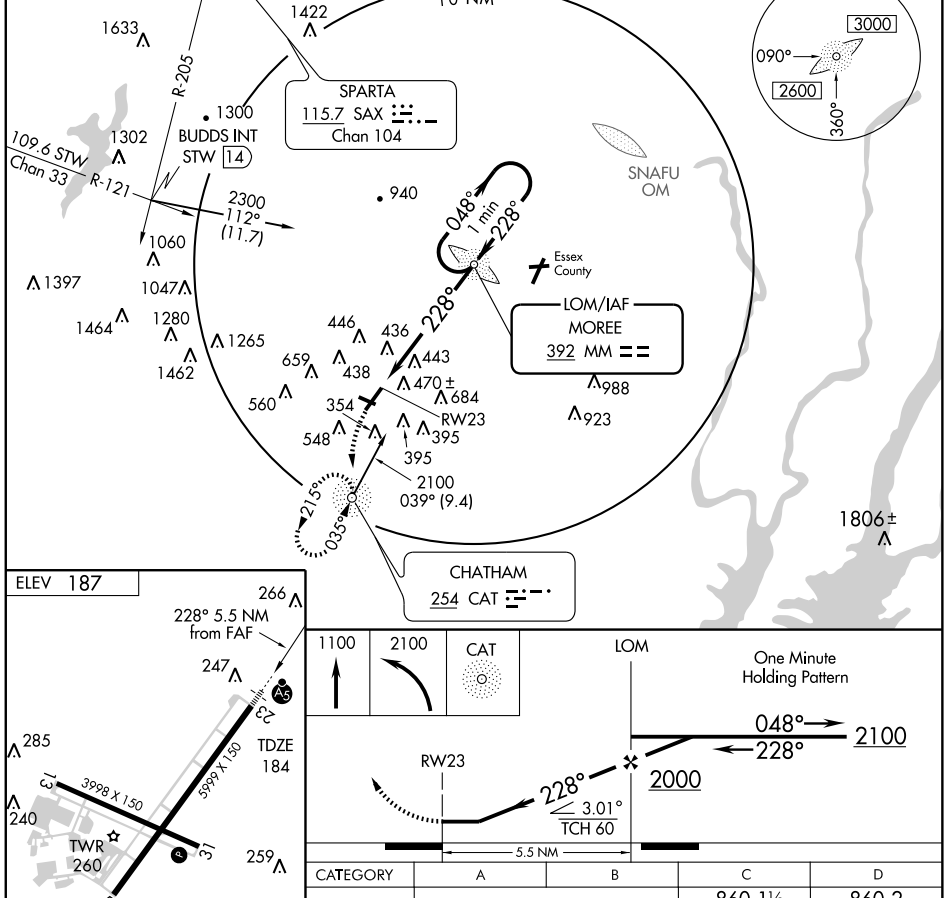
MORRISTOWN MUNI (MMU)

CAUTION: Caldwell/Essex County OM for Rwy 22 may be received prior to Moree LOM. When local altimeter not received, use Newark altimeter setting minimums.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 2100 direct CAT NDB and hold.

ATIS	NEW YORK APP CON	MORRISTOWN TOWER★	GND CON	CLNC DEL
124.25	127.6 379.9	118.1 (L) (CTAF) 353.9	121.7	121.2



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-23	860-1 676 (700-1)		860-1½ 676 (700-1½)	860-2 676 (700-2)
CIRCLING	860-1 673 (700-1)		860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK ALTIMETER SETTING MINIMUMS				
S-23	980-1 796 (800-1)		980-1¾ 796 (800-1¾)	980-2¼ 796 (800-2¼)
CIRCLING	980-1 793 (800-1)	980-1¼ 793 (800-1¼)	980-2¼ 793 (800-2¼)	1120-3 933 (1000-3)

NE-2. 03 JUN 2010 to 01 JUL 2010

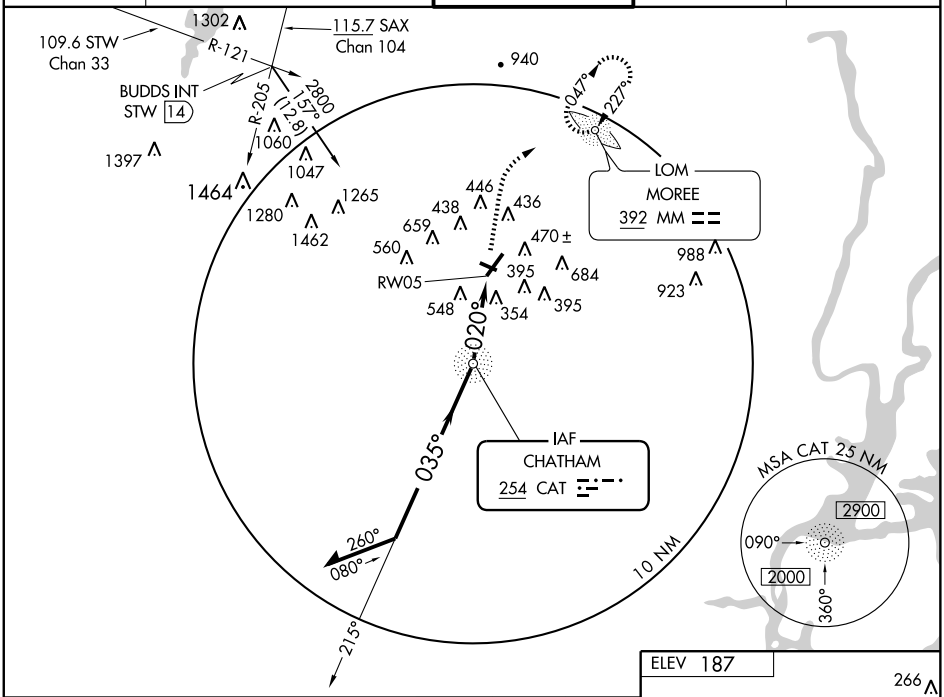
NDB CAT	APP CRS	Rwy Idg	5999
254	020°	TDZE	184
		Apt Elev	187

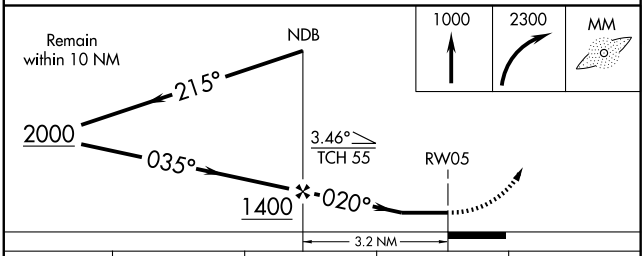
NDB RWY 5
MORRISTOWN MUNI (MMU)

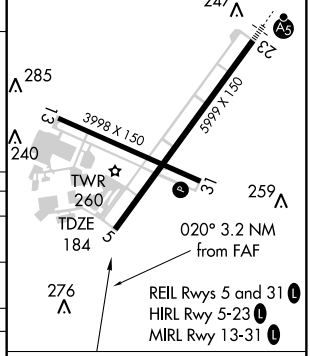
When local altimeter setting not received, use Newark altimeter setting.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2300 direct MOREE LOM and hold.

ATIS	NEW YORK APP CON	MORRISTOWN TOWER ★	GND CON	CLNC DEL
124.25	127.6 379.9	118.1 L (CTAF) 353.9	121.7	121.2







CATEGORY	A	B	C	D
S-5	860-1	676 (700-1)	860-2 676 (700-2)	860-2¼ 676 (700-2¼)
CIRCLING	860-1	673 (700-1)	860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK ALTIMETER SETTING MINIMUMS				
S-5	920-1	736 (800-1)	920-2 736 (800-2)	920-2¼ 736 (800-2¼)
CIRCLING	920-1	733 (800-1)	920-2 733 (800-2)	1040-2¾ 853 (900-2¾)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5999
047°	TDZE	184
	Apt Elev	187

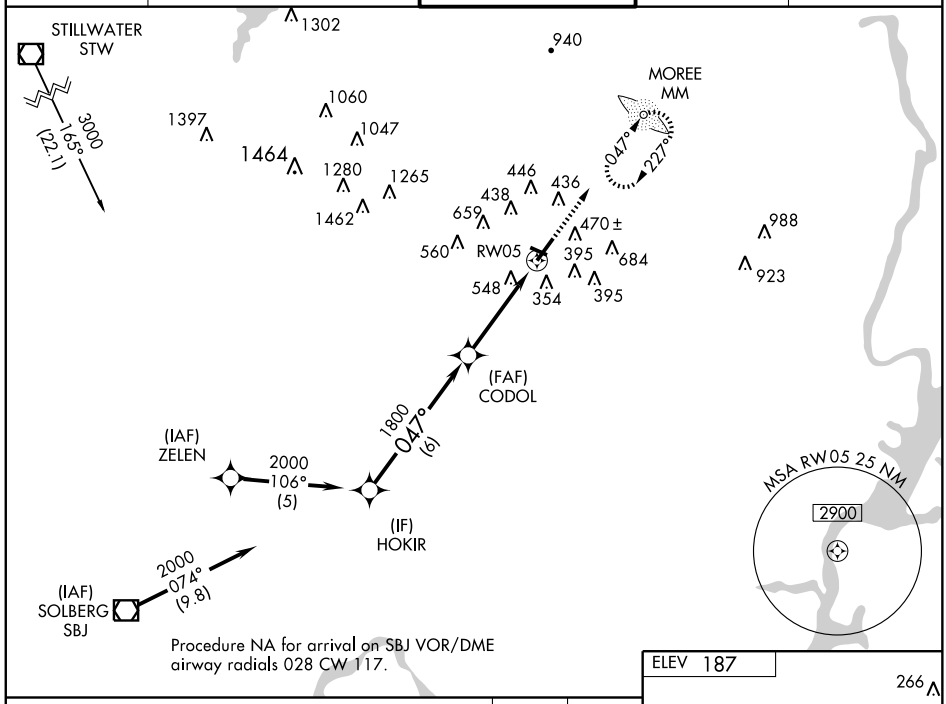
RNAV (GPS) RWY 5
MORRISTOWN MUNI (MMU)

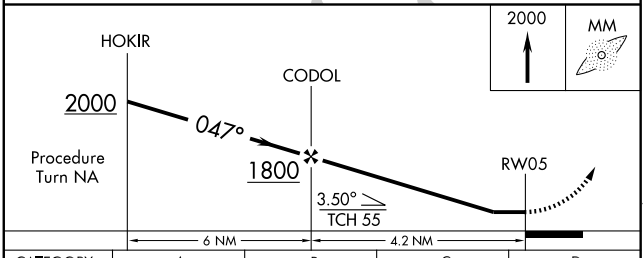
DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF, if not received, use Newark Liberty Intl altimeter setting. Visibility reduction by helicopters NA.

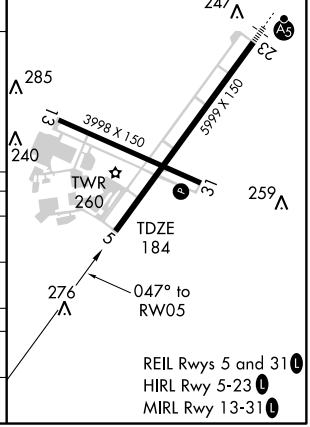
NA

MISSED APPROACH: Climb to 2000 direct MOREE and hold.

ATIS	NEW YORK APP CON	MORRISTOWN TOWER★	GND CON	CLNC DEL
124.25	127.6 379.9	118.1 L (CTAF) 353.9	121.7	121.2







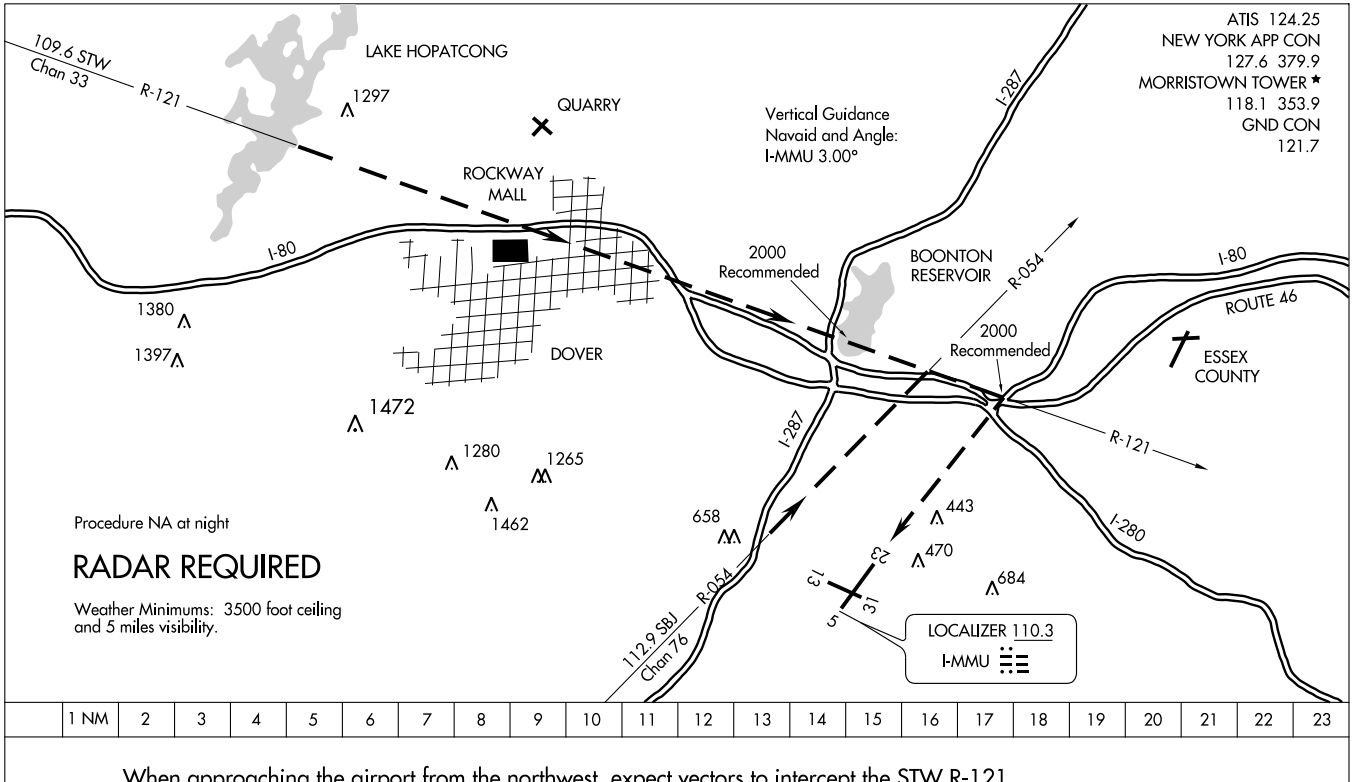
CATEGORY	A	B	C	D
LNAV MDA	800-1 616 (700-1)		800-1¾ 616 (700-1¾)	800-2 616 (700-2)
CIRCLING	860-1 673 (700-1)		860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	860-1 676 (700-1)		860-2 676 (700-2)	860-2¼ 676 (700-2¼)
CIRCLING	920-1 733 (800-1)		920-2 733 (800-2)	1040-2¾ 853 (900-2¾)

NE-2. 03 JUN 2010 to 01 JUL 2010

ROUTE 80 VISUAL RWY 23

AL-931 (FAA)

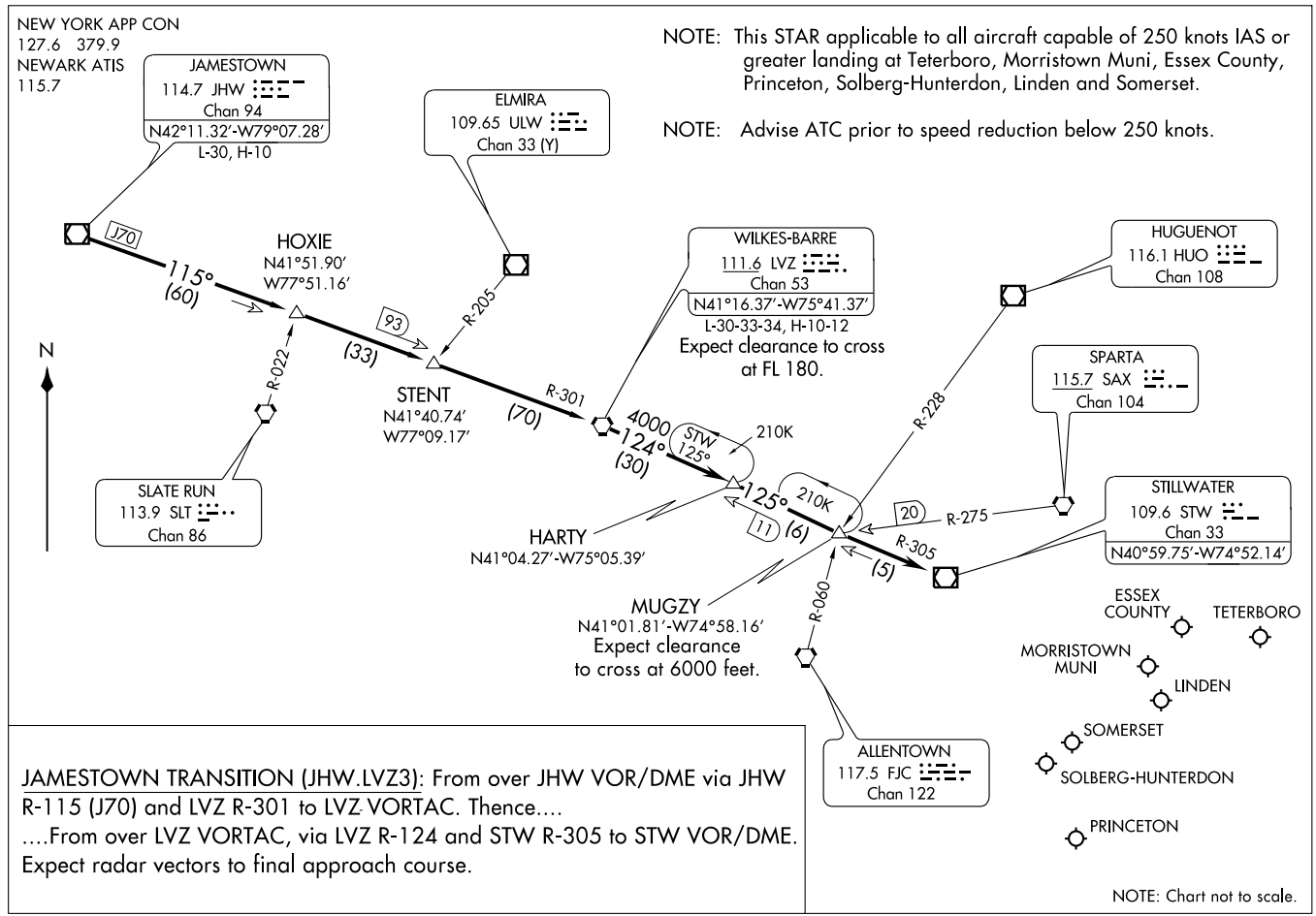
MORRISTOWN MUNI (MMU)
MORRISTOWN, NEW JERSEY



When approaching the airport from the northwest, expect vectors to intercept the STW R-121.
When you see the highway junction of Rts. 46, 80, and 280, proceed to that point to turn final for Rwy 23.

When approaching the airport from the southwest, expect vectors to intercept the SBJ R-054.
When you see Rt. 287, follow it until turning base over Rt. 80. Turn final over the junction of Rts. 46, 80 and 280 for Rwy 23.

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



APP CRS	Rwy Idg	3911
082°	TDZE	50
	Apt Elev	53

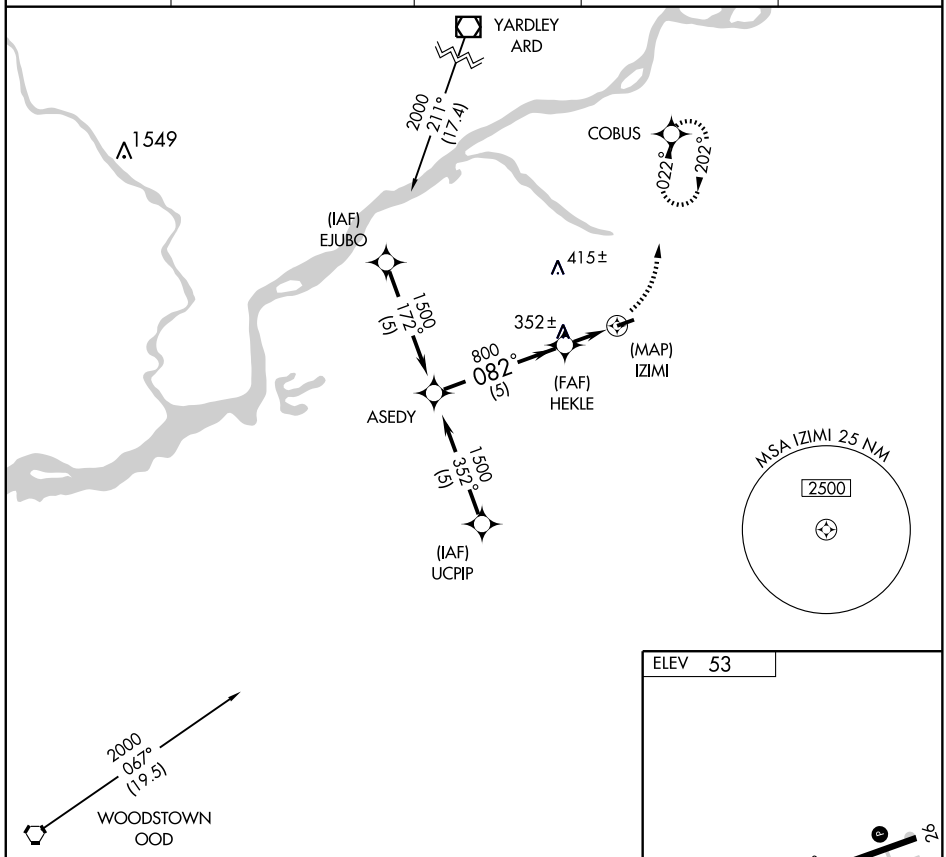
GPS RWY 8

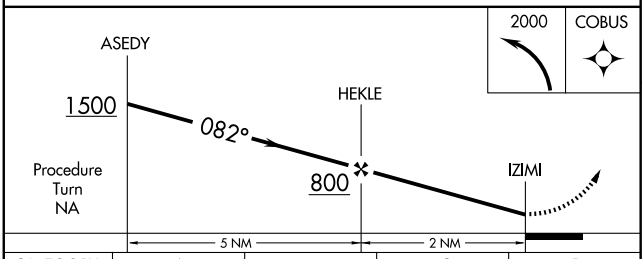
MT HOLLY/SOUTH JERSEY RGNL (VAY)

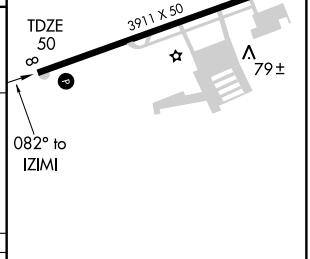
NA

MISSED APPROACH: Climbing left turn to 2000 direct COBUS WP and hold.

ASOS	MC GUIRE APP CON	GCO	UNICOM	
119.325	124.15 363.8	121.725	122.8 (CTAF)	123.3 L







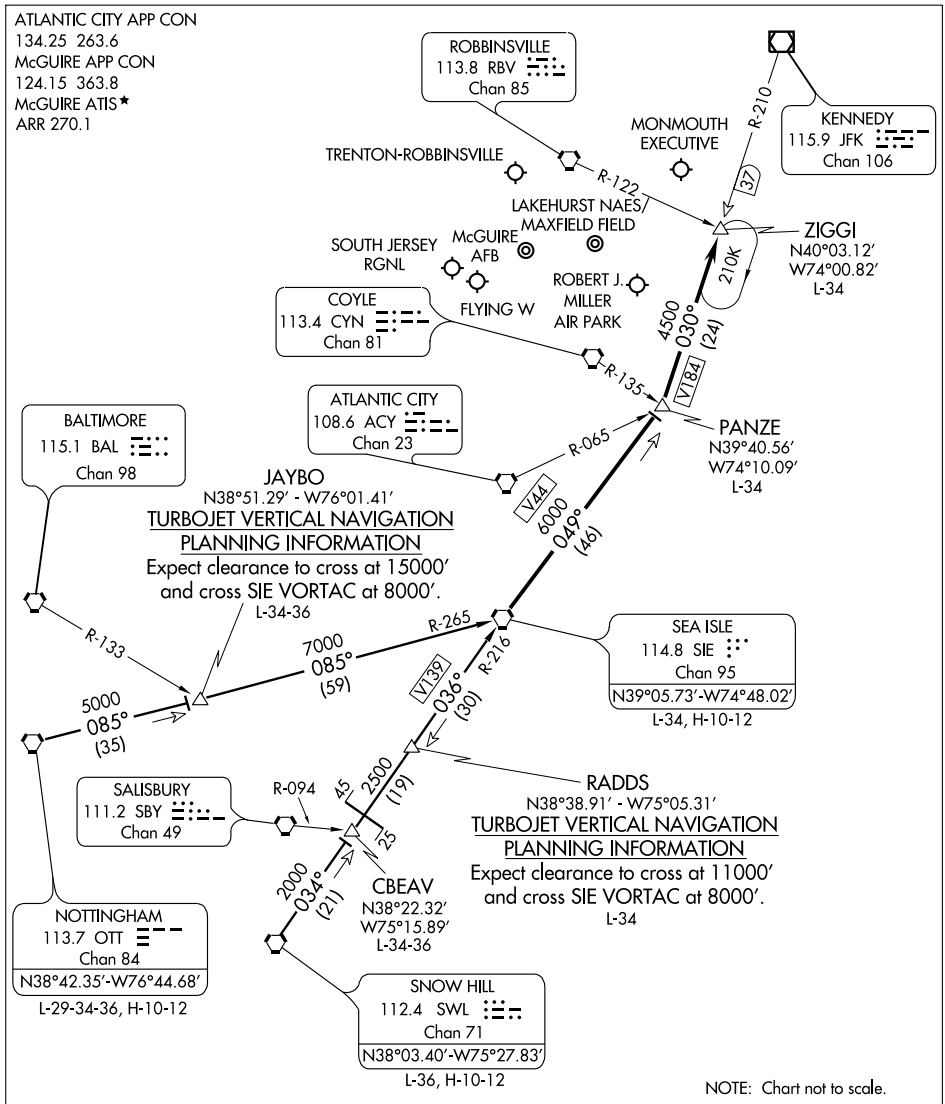
CATEGORY	A	B	C	D
S-8	660-1	610 (700-1)	NA	
CIRCLING	660-1	607 (700-1)	NA	

MIRL Rwy 8-26 L

NE-2. 03 JUN 2010 to 01 JUL 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

VORTAC RBV 113.8 Chan 85	APP CRS 236°	Rwy Idg 3911 TDZE 53 Apt Elev 53

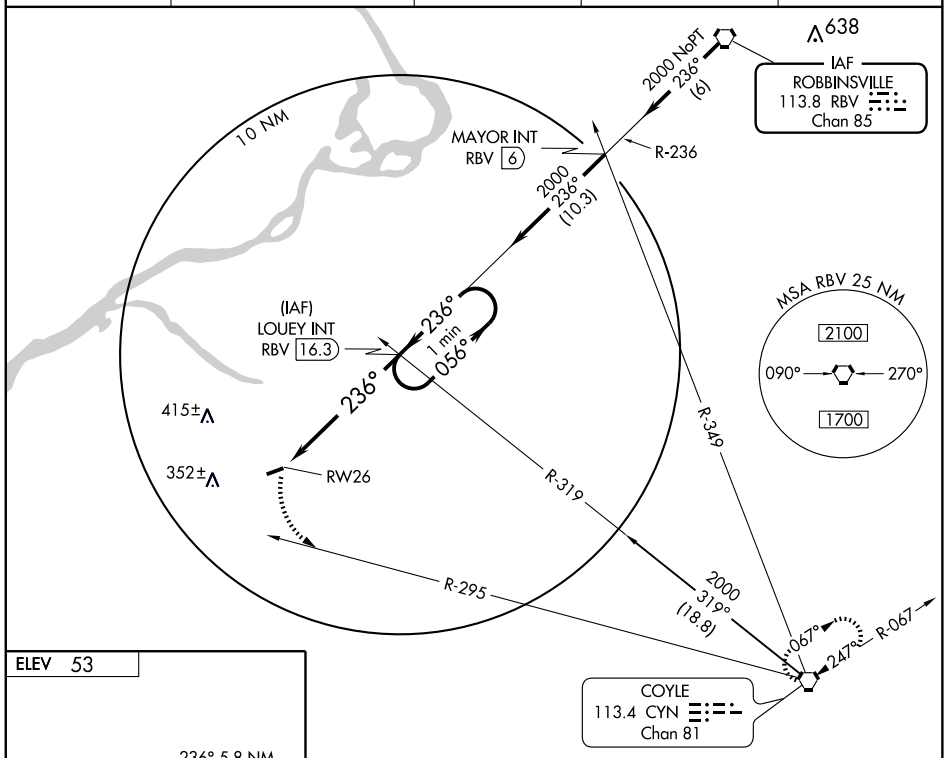
VOR or GPS RWY 26

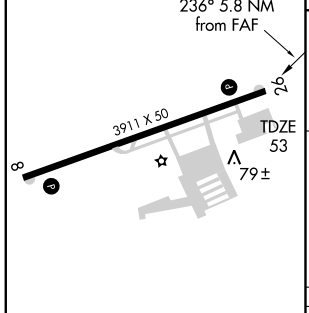
MT HOLLY/SOUTH JERSEY RGNL (VAY)

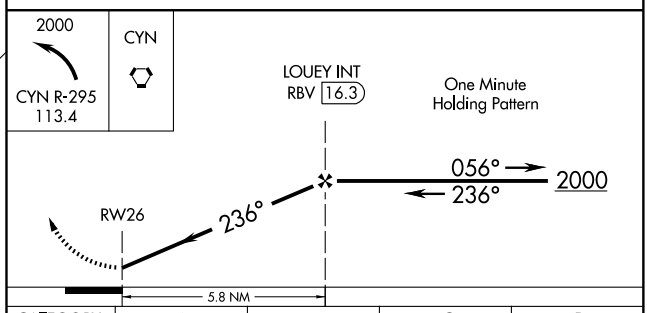
NA

MISSED APPROACH: Climbing left turn to 2000 via CYN R-295 to CYN and hold.

ASOS	MC GUIRE APP CON	GCO	UNICOM	
119.325	124.15 363.8	121.725	122.8 (CTAF)	123.3 (L)







MIRL Rwy 8-26 (L)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-26	620-1 567 (600-1)	620-1¼ 567 (600-1¼)	NA	
CIRCLING	620-1 567 (600-1)	620-1¼ 567 (600-1¼)	NA	

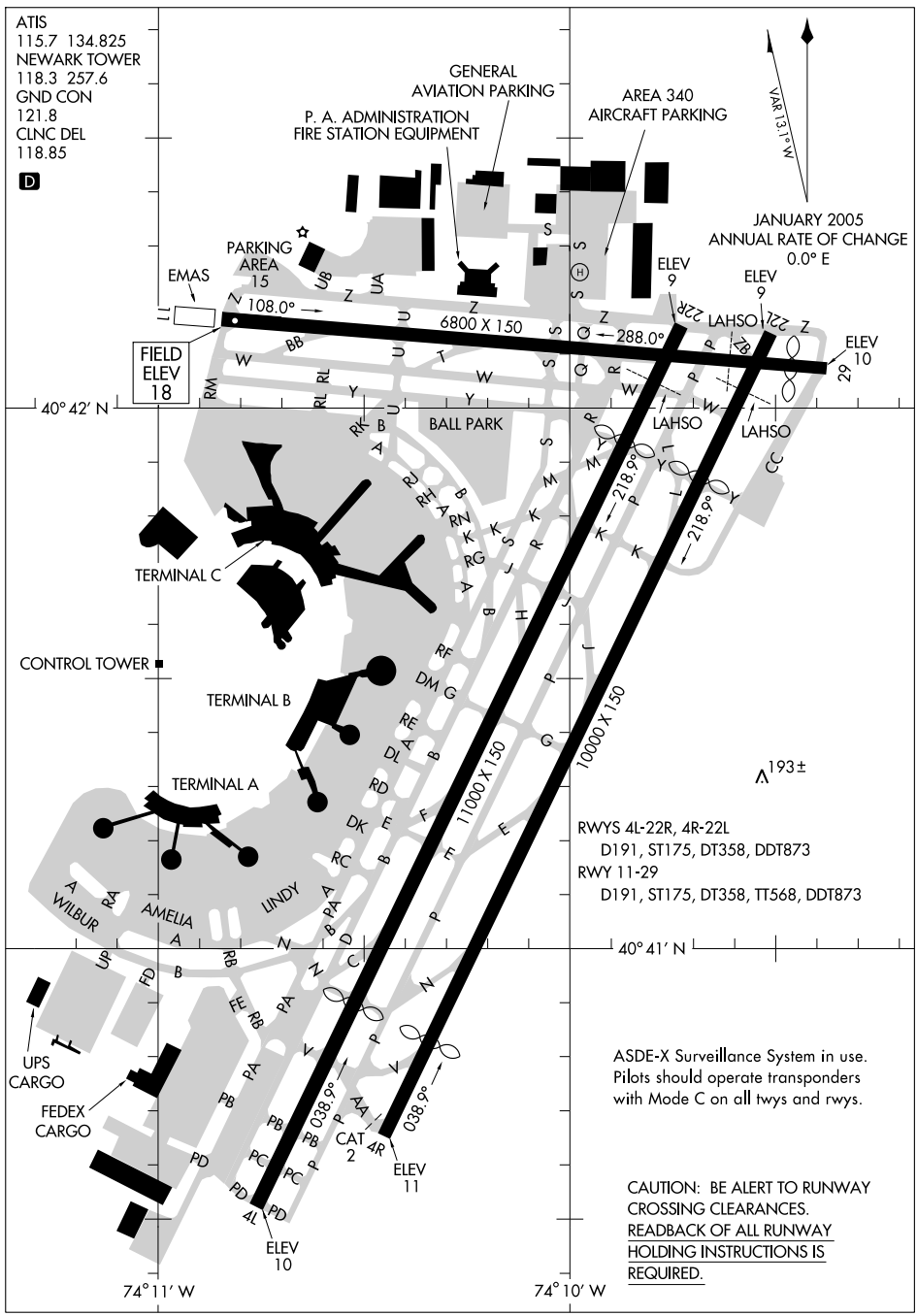
NE-2. 03 JUN 2010 to 01 JUL 2010

10042

AIRPORT DIAGRAM

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY



NE-2, 03 JUN 2010 to 01 JUL 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

COPTER ILS/DME RWY 22L

NEWARK LIBERTY INTL (EWR)

LOC/DME I-LSQ	APP CRS	Rwy Idg	8206
108.7	219°	TDZE	11
Chan 24		Apt Elev	18

NA

MALSR

MISSED APPROACH: Climbing right turn to 2000 heading 225° then climbing right turn to 3000 via ARD R-069 to KILMA INT and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED

TETERBORO
108.4 TEB
Chan 21

LOCALIZER 108.7
I-LSQ
Chan 24

OPAAH
I-LSQ 3.2

AYRON OM
I-LSQ 4.6

(IAF)

MM

10 NM

MSA TEB 25 NM
2900

KILMA
ARD 27

R-024

R-069

069°

249°

108.2 ARD
Chan 19

113.8 RBV
Chan 85

ELEV 18

219° 3.1 NM
from FAF

D

6800 X 150

11000 X 150

10000 X 150

TDZE
11

4L

4R

2000	3000	ARD	KILMA
225°		R-069	△

OPAAH
I-LSQ 3.2

AYRON OM
I-LSQ 4.6

I-LSQ
0.2

MM

219°

1091

1500

1100

GS 3.00°
TCH 43

0.6 | 2.5 NM | 1.3 NM

CATEGORY	COPTER	B	C	D
H-ILS 22L	211/12 200 (200-¼)	NA		
H-LOC 22L	560/12 549 (600-¼)	NA		

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2. 03 JUN 2010 to 01 JUL 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

COPTER ILS or LOC/DME RWY 4L

NEWARK LIBERTY INTL (EWR)

LOC/DME I-EWR	APP CRS	Rwy ldg	8457
110.75	039°	TDZE	11
Chan 44 (Y)		Apt Elev	18

NA

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° and TEB R-205 to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED

R-331

151°

331°

R-205

TETERBORO
108.4 TEB
Chan 21

LOCALIZER 110.75
I-EWR
Chan 44 (Y)

Linden

039°
(23)

RODII
I-EWR 5.1

(IF)
CHESA
I-EWR 7.4

219°

10 NM

MSA TEB 25 NM
2900

ELEV 18

6800 X 150

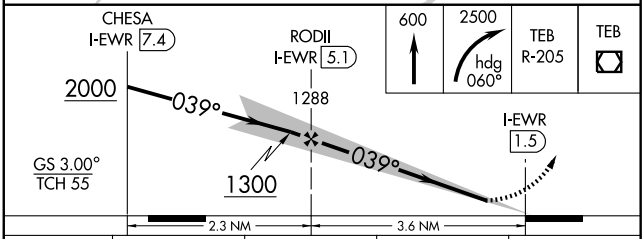
11000 X 150

10000 X 150

TDZE 11

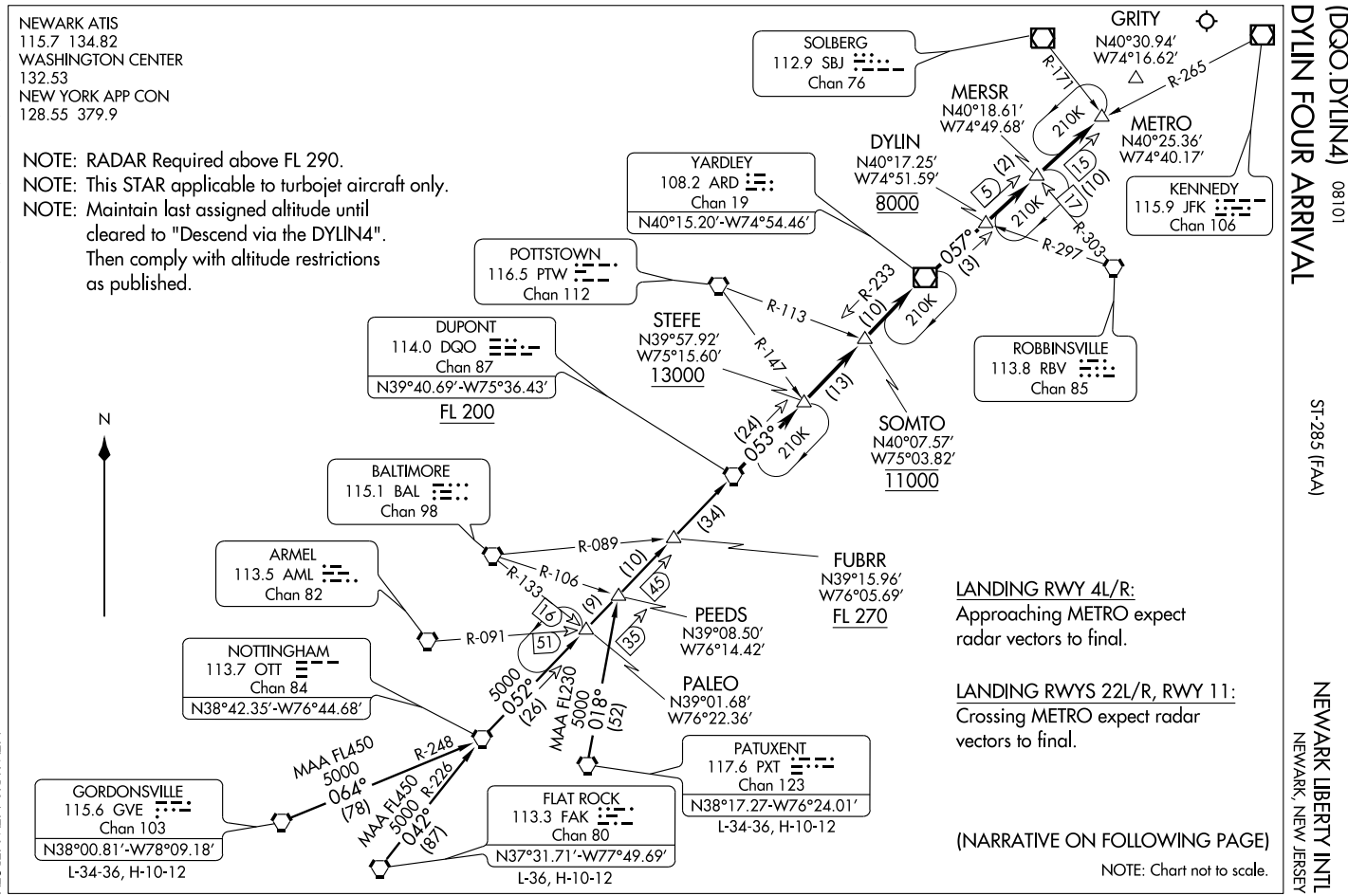
039° 3.6 NM from FAF

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



CATEGORY	COPTER	B	C	D
H-ILS 4L	211/12 200 (200-¼)	NA		
H-LOC 4L	560/12 549 (600-¼)	NA		

NE-2. 03 JUN 2010 to 01 JUL 2010



(DQO.DYLIN4) 08101 DYLIN FOUR ARRIVAL

ST-285 (FAA)

NEWARK LIBERTY INTL
NEWARK, NEW JERSEY

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.DYLIN4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-052 to DQO VORTAC. Thence. . . .

GORDONSVILLE TRANSITION (GVE.DYLIN4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-052 to DQO VORTAC. Thence. . . .

PATUXENT TRANSITION (PXT.DYLIN4): From over PXT VORTAC via R-018 to PEEDS INT, then via OTT R-052 to DQO VORTAC. Thence. . . .

. . . . from DQO VORTAC, then via DQO R-053 and ARD R-233 to ARD VOR/DME, then via ARD R-057 to METRO INT. Expect radar vectors to final approach course.

NE-2, 03 JUN 2010 to 01 JUL 2010

FLOSI ONE ARRIVAL (RNAV)

NEWARK ATIS
115.7 134.82
BOSTON CENTER
126.47 388.8
134.3 256.9
NEW YORK APP CON
120.15 379.9

NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: TurboJet and Turboprop aircraft 250 KIAS or greater are authorized.
NOTE: FLOSI RNAV STAR is for all Rwys.
NOTE: Aircraft can expect to be assigned Rwy 11. Check aircraft landing performance for Rwy 11 prior to filing.
NOTE: Domestic departures from the east file BDL Transition.
NOTE: North Atlantic arrivals via BOS file BAF Transition.
NOTE: USE CAUTION: Glider activity between HELON WP and CRANK WP.

11 NM 037° 217° SKEEE
11 NM
HANAA
Expect to cross at FL240.
17000 210° (28)
ALBANY ALB
11 NM 17000 211° (32)
BARNES BAF
Expect to cross 10 NM east at 16000.
ACOVE
14000 211° (11)
WIGAN
GENESEO GEE 17000 115° (50)
EXTOL
11 NM 17000 134° (43) 135°
KODEY
17000 135° (25)
TALCO
14000 277° (13)
14000 278° (36)
(13)
BOWAN
8000 211° (13)
6 NM
HANCOCK HNK
8000 130° (52)
WEETS
(12)
Expect to cross at FL180 or lowest useable FL.
HELON
14000 265° (53) BRADLEY BDL
Expect to cross at 16000.
5000 211° (8)
5000 266° (24)
KINGSTON IGN
FLOSI
CRANK
Expect to cross at or below 8000 descending to 7000.
(8)
7 NM
SHAFF
(8)
4000 211° (14)
SPARTA SAX
4000 197° (14)
PHLBO
4000 191° (10)
HOKIR
180°

NOTE: Approaching SAX VORTAC for landing RWY 22L/R expect radar vectors.
NOTE: Approaching PHLBO WP Ldg RWY 11expect radar vectors.
NOTE: Approaching HOKIR WP Ldg RWYs 4L/R & RWY 29 expect radar vectors.

ARRIVAL ROUTE DESCRIPTION

BARNES TRANSITION (BAF.FLOSI1)
BRADLEY TRANSITION (BDL.FLOSI1)
GENESEO TRANSITION (GEE.FLOSI1)
HANAA TRANSITION (ALB.FLOSI1)
HANCOCK TRANSITION (HNK.FLOSI1)

. . . . From FLOSI WP via 211° track to CRANK WP, then via 211° track to SHAFF WP, then via 211° track to SAX VORTAC, then via 197° track to PHLBO WP, then via 191° track to HOKIR WP, then via 180° heading, expect radar vectors.

NOTE: Chart not to scale.

NE-2, 03 JUN 2010 to 01 JUL 2010

LAAS	APP CRS	Rwy Idg	8460
CH 22727	039°	TDZE	10
G04A		Apt Elev	18

GLS RWY 4L

NEWARK LIBERTY INTL (EWR)

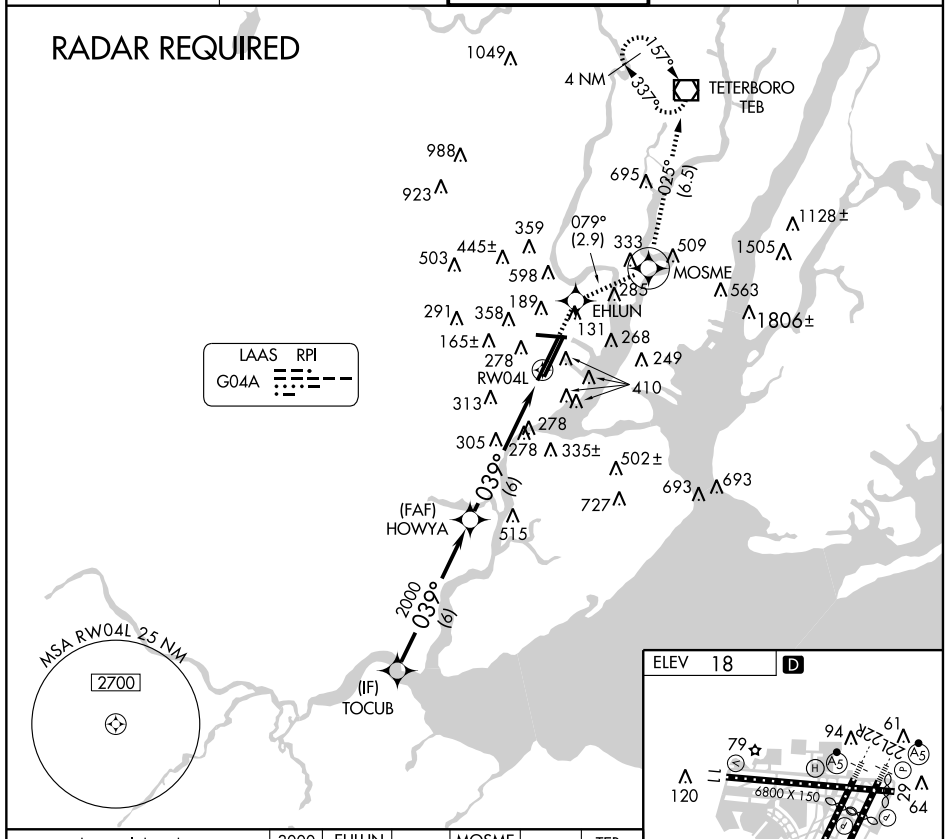
T NA — Circling to Rwy 29 NA at night. For inoperative MALSR increase GLS all Cats visibility to RVR 4000. DME/DME RNP-0.3 NA. GPS required.

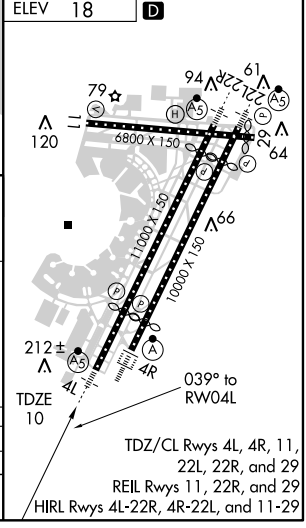
MALSR

MISSED APPROACH: Climb to 3000 direct EHLUN and via track 079° to MOSME and via track 025° to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

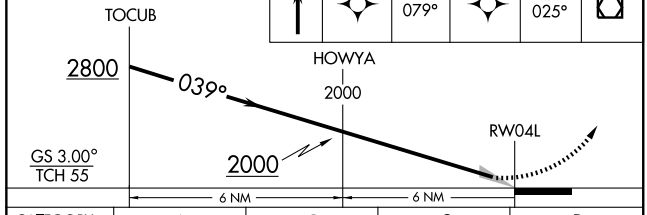
RADAR REQUIRED





VGSI and GLS glidepath not coincident.

3000	EHLUN	tr 079°	MOSME	tr 025°	TEB



CATEGORY	A	B	C	D
GLS DA	210/24		200 (200-½)	
CIRCLING	720-1	702 (800-1)	720-2 702 (800-2)	900-3 882 (900-3)

NE-2, 03 JUN 2010 to 01 JUL 2010

GLS RWY 4R

NEWARK LIBERTY INTL (EWR)

LAAS	APP CRS	Rwy Idg	8810
CH 21083	039°	TDZE	11
G04B		Apt Elev	18

▼ ⚠ NA — Visibility reduction by helicopters NA. Circling to Rwy 29 NA at night. DME/DME RNP-0.3 NA. GPS required.

ALSF-2

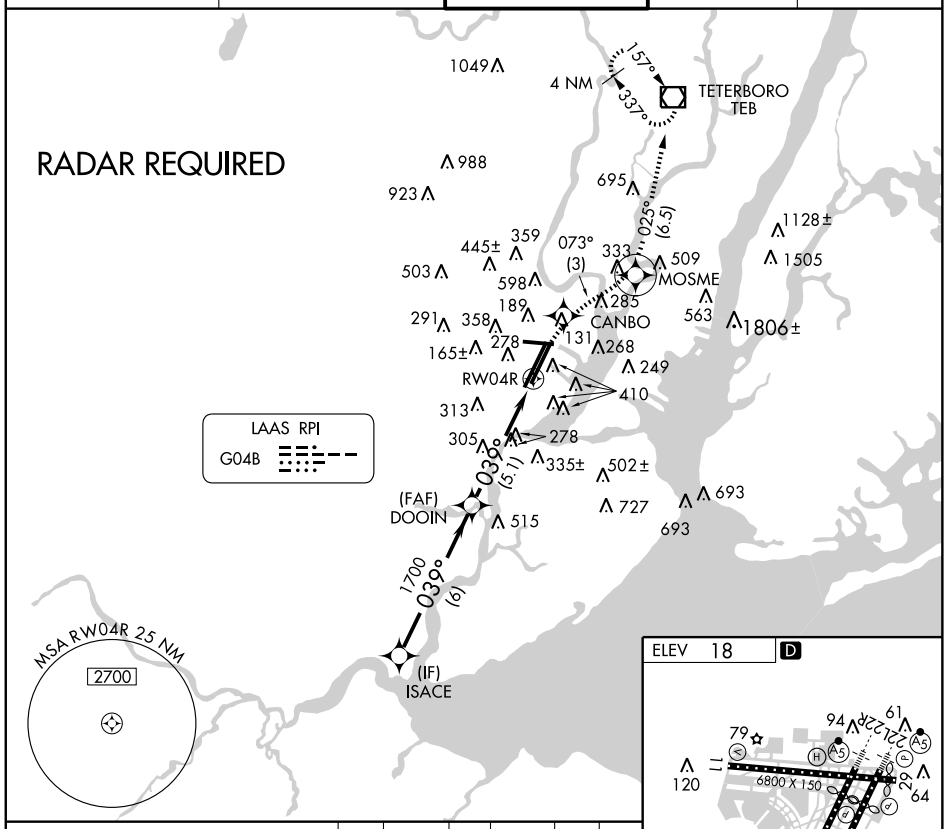
MISSED APPROACH: Climb to 3000 direct CANBO and via track 073° to MOSME and via track 025° to TEB VOR/DME and hold.

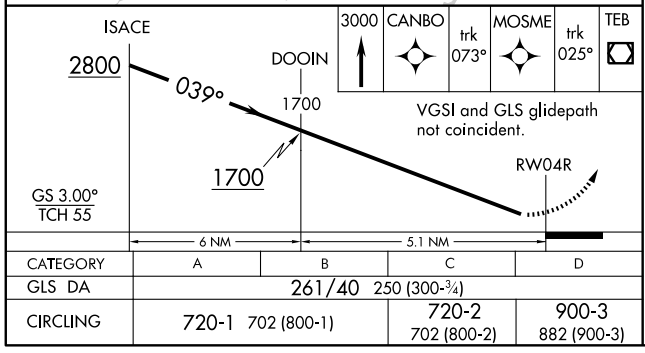
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED

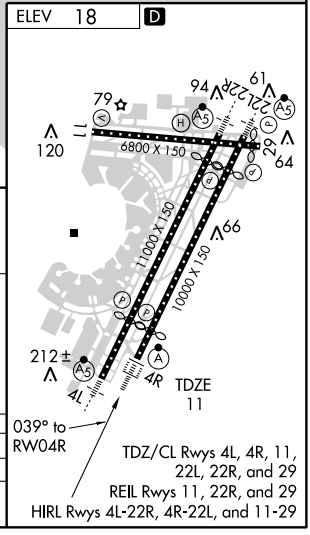
LAAS RPI G04B

MSA RW04R 25 NM 2700





CATEGORY	A	B	C	D
GLS DA	261/40 250 (300-¾)			
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)



NE-2, 03 JUN 2010 to 01 JUL 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

10042

GLS RWY 11

NEWARK LIBERTY INTL (EWR)

LAAS	APP CRS	Rwy Idg	6800
CH 21905	108°	TDZE	18
G11A		Apt Elev	18

NA

DME/DME RNP-0.3 NA. GPS Required.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct FOVEX and via track 193° to COGSU and via track 285° to DIRMY and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED

MSA RW11 25 NM
2700

(IF) HUTMO
1600
108°
(6)

(FAF) NANVE
108°
(4.7)

RW11

FOVEX

LAAS RPI
G11A

DIRMY
061°
241°
4 NM

285°
(18.3)

COGSU

093°
(8.5)

1049 988 923 695 1128± 1505 503 445± 359 333 509 598 563 291 358 189 285 131 268 1806± 165± 278 410 249 313 305 335± 502± 727 515 693

NE-2, 03 JUN 2010 to 01 JUL 2010

3000	FOVEX	trk 193°	COGSU	trk 285°	DIRMY

HUTMO
2000
108°
NANVE
1600
RW11
1600
GS 3.00°
TCH 53
6 NM
4.7 NM

CATEGORY	A	B	C	D
GLS DA	308/50		290 (300-1)	
CIRCLING	720-1	702 (800-1)	720-2 702 (800-2)	900-3 882 (900-3)

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 18 D

108° to RW11

120 79 94 61 64 66 212± 29

6800 X 150
TDZE 18
11000 X 150
10000 X 150
4L 4R

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

LAAS	APP CRS	Rwy Idg	8206
CH 21494	219°	TDZE	10
G22A		Apt Elev	18

GLS RWY 22L

NEWARK LIBERTY INTL (EWR)

Circling to Rwy 29 NA at night.
NA Inoperative table does not apply.
DME/DME RNP-0.3 NA. GPS required.

MALSR

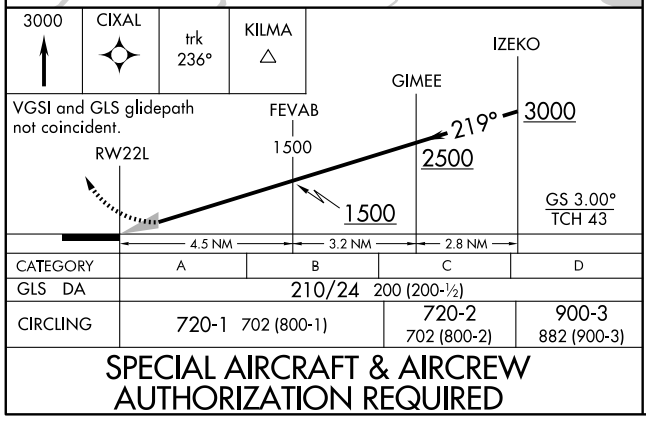
MISSED APPROACH: Climb to 3000 direct CIXAL and via track 236° to KILMA and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED

LAAS RPI G22A

IZEKO (IF)
GIMME
1500
219° (3.2)
(FAF)
FEVAB
359
2500
219° (2.8)
219° (4.5)
RW22L
CIXAL
236° (14.7)
KILMA
072°
252°
4 NM
MSA RW22L 25 NM
2700



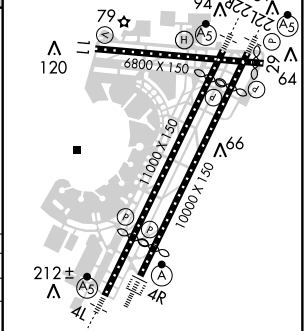
VGSI and GLS glidepath not coincident.

CATEGORY	A	B	C	D
GLS DA	210/24 200 (200-½)			
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 18 D

TDZE 10
219° to RW22L



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 03 JUN 2010 to 01 JUL 2010

LAAS	APP CRS	Rwy Idg	9560
CH 20672	219°	TDZE	10
G22B		Apt Elev	18

GLS RWY 22R

NEWARK LIBERTY INTL (EWR)

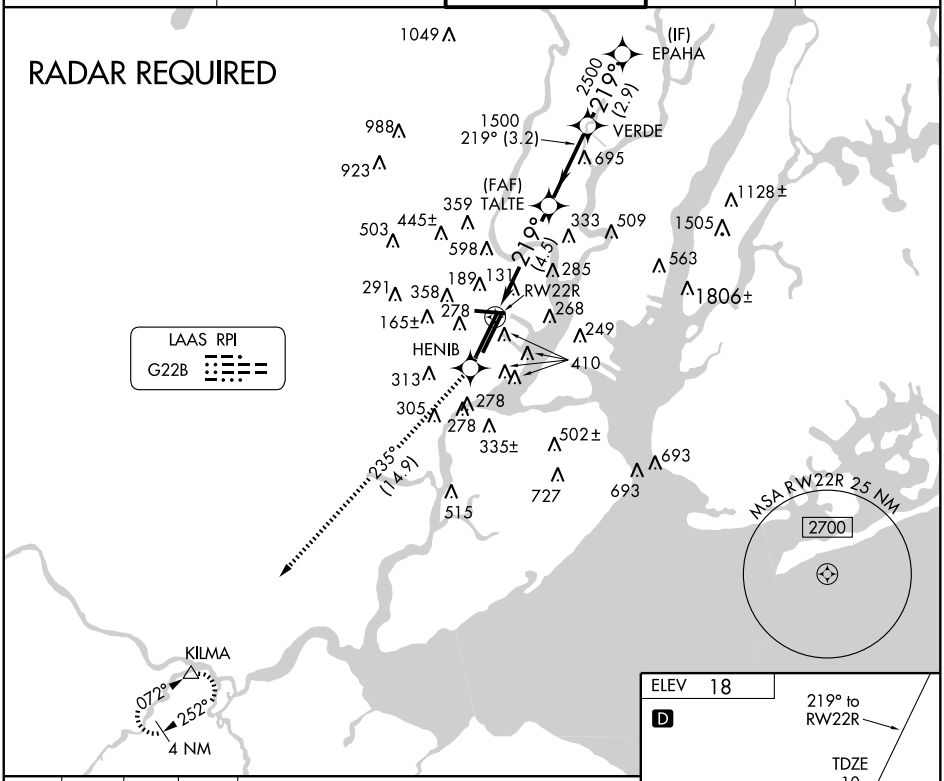
Circling to Rwy 29 NA at night.
Inoperative table does not apply.
DME/DME RNP-0.3 NA. GPS required.

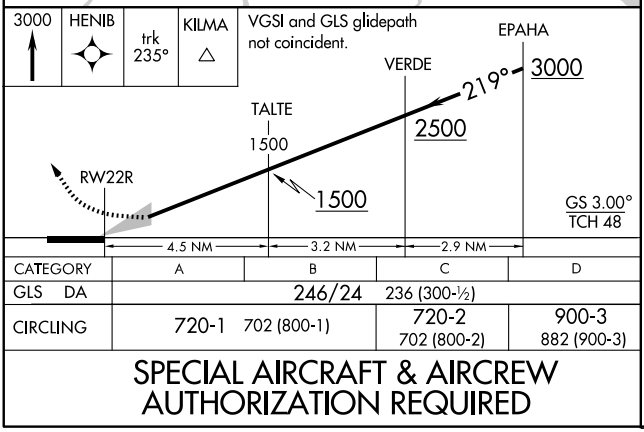
MALSR

MISSED APPROACH: Climb to 3000 direct HENIB and via track 235° to KILMA and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

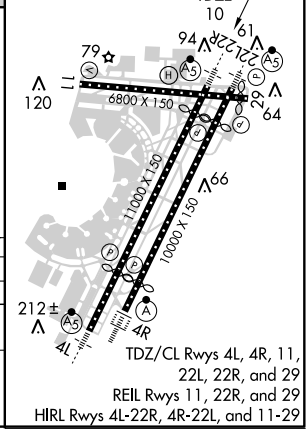
RADAR REQUIRED





CATEGORY	A	B	C	D
GLS DA	246/24		236 (300-½)	
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 03 JUN 2010 to 01 JUL 2010

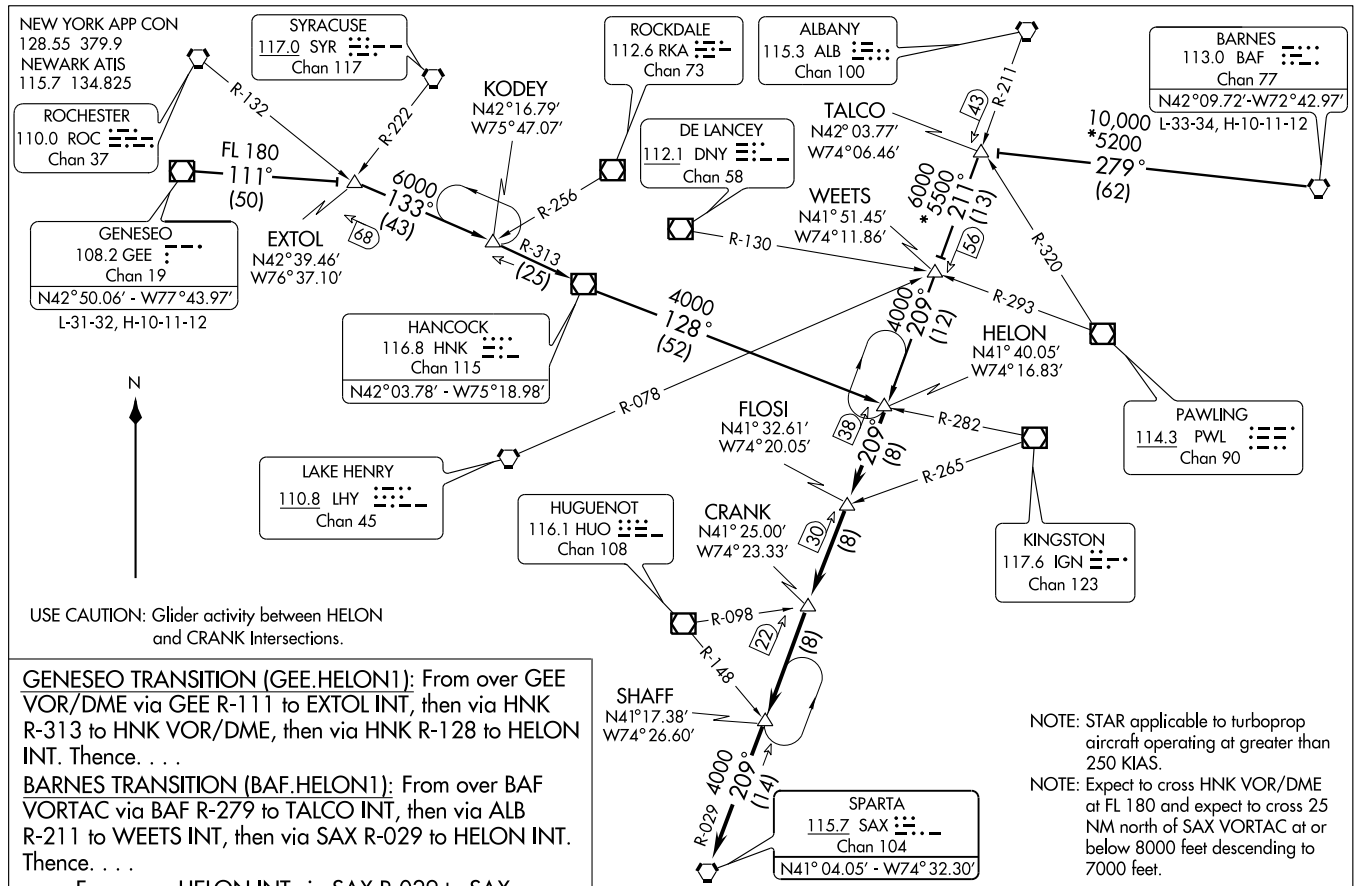
HELON ONE ARRIVAL

(HELON.HELON1) 09127

ST-285 (FAA)

NEWARK LIBERTY INTL

NEWARK, NEW JERSEY



GENESEO TRANSITION (GEE.HELON1): From over GEE VOR/DME via GEE R-111 to EXTOL INT, then via HNK R-313 to HNK VOR/DME, then via HNK R-128 to HELON INT. Thence. . . .

BARNES TRANSITION (BAF.HELON1): From over BAF VORTAC via BAF R-279 to TALCO INT, then via ALB R-211 to WEETS INT, then via SAX R-029 to HELON INT. Thence. . . .

. . . . From over HELON INT via SAX R-029 to SAX VORTAC. Expect radar vectors to final approach course.

NOTE: STAR applicable to turboprop aircraft operating at greater than 250 KIAS.

NOTE: Expect to cross HNK VOR/DME at FL 180 and expect to cross 25 NM north of SAX VORTAC at or below 8000 feet descending to 7000 feet.

ILS or LOC RWY 4L

NEWARK LIBERTY INTL (EWR)

LOC/DME I-EWR	APP CRS		4L	4R
110.75	039°	Rwy ldg	8460	8810
Chan 44 (Y)		TDZE	11	12
		Apt Elev	18	18

T A Inoperative table does not apply to SIDESTEP RWY 4R Cats A and B.

4L MALSR (A5) 4R ALSF-2 (A)

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° and TEB R-205 to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

TETERBORO 108.4 TEB Chan 21

LOCALIZER 110.75 I-EWR Chan 44 (Y)

HOWYA INT I-EWR 7.5 RADAR

Linden

CANARSIE 112.3 CRI Chan 70

115.9 JFK Chan 106

MSA TEB 25 NM 2900

(IAF) KILMA

EMBAY I-EWR 12.6

113.8 RBV Chan 85

10 NM

ELEV 18

D

6800 X 150

10000 X 150

TDZE 4L 11

TDZE 4R 12

039° 6 NM from FAF

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29

REIL Rwys 11, 22R, and 29

HIRL Rwys 4L-22R, 4R-22L, and 11-29

EMBAY I-EWR 12.6 — HOWYA INT I-EWR 7.5 RADAR — 600 — 2500 hdg 060° — TEB R-205 — TEB

2800 039° 2000

Procedure Turn NA

GS 3.00°

TCH 55

2000

I-EWR 1.5

5.1 NM 6 NM

CATEGORY	A	B	C	D
S-ILS 4L	211/18 200 (200-½)			
S-LOC 4L	560/24 549 (600-½)		560/50 549 (600-1)	560/60 549 (600-1¼)
SIDESTEP RWY 4R	560/50 548 (600-1)			560-1½ 548 (600-1½)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-2. 03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 4R

NEWARK LIBERTY INTL (EWR)

LOC/DME I-EZA	APP CRS		4R	4L
108.7	039°	Rwy ldg	8810	8457
Chan 24		TDZE	12	11
		Apt Elev	18	18

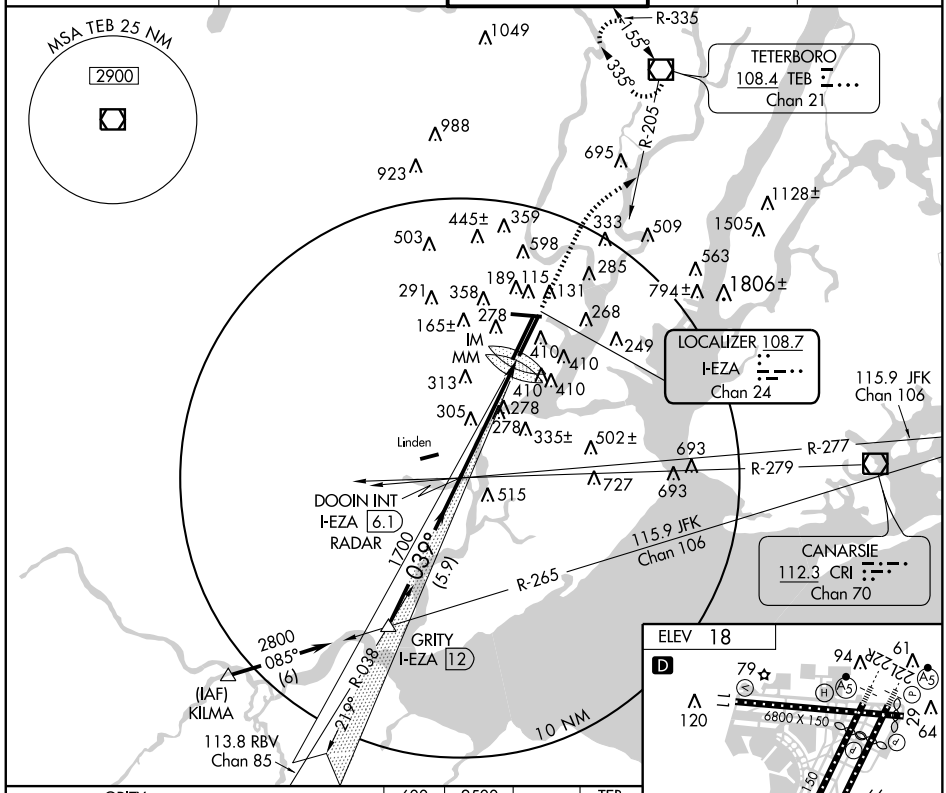
Inoperative table does not apply to SIDESTEP RWY 4L Cats A and B.

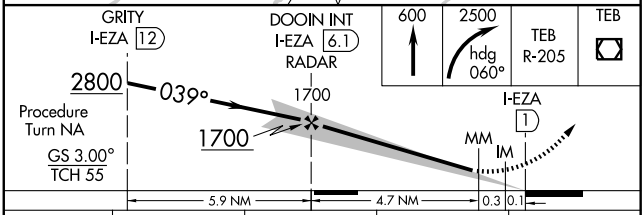
4R ALSF-2 (A)

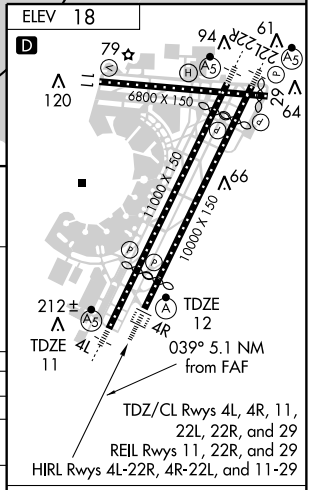
4L MALSR (A5)

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85







TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

CATEGORY	A	B	C	D
S-ILS 4R	214/18 202 (200-½)			
S-LOC 4R	560/24 548 (600-½)		560/50 548 (600-1)	560/60 548 (600-1¼)
SIDESTEP RWY 4L	560/50 549 (600-1)			560-1½ 549 (600-1½)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2. 03 JUN 2010 to 01 JUL 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

10042

ILS or LOC RWY 11

NEWARK LIBERTY INTL (EWR)

LOC I-GPR	APP CRS	Rwy Idg 6800
109.15	107°	TDZE 18
Chan 28 (Y)		Apt Elev 18

MISSED APPROACH: Climb to 1700 heading 107°, at TEB R-208 turn right via TEB R-199 and COL R-019 to COL VOR/DME and hold. At COL 13 DME climb to 3000.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED

TETERBORO 108.4 TEB Chan 21

JARIT INT RADAR

JEENO INT RADAR

287°

107°

(5.1)

1500

LOCALIZER 109.15 I-GPR Chan 28(Y)

MSA TEB 25 NM

2900

10 NM

R-253

R-240

R-208

R-199

COL 13

115.4 COL Chan 101

R-019

MISSED APCH FIX

COLTS NECK COL 115.4 Chan 101

019°

199°

ELEV 18 D

120 TDZE 18

107° 4.4 NM from FAF

6800 X 150

11000 X 150

10000 X 150

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R,and 29

REIL Rwys 11, 22R and 29

HIRL Rwys 4L-22R, 4R-22L and 11-29

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

JARIT INT RADAR

JEENO INT RADAR

1500

107°

GS 3.00° TCH 45

5.1 NM

4.4 NM

1700 hdg 107°

at TEB R-208

TEB R-199 & COL R-019

3000 COL 13

COL

CATEGORY	A	B	C	D
S- ILS 11	604-2 586 (600-2)			
S- LOC 11	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	620-2 602 (700-2)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-LSQ	APP CRS		22L	22R
108.7	219°	Rwy Idg	8206	9560
Chan 24		TDZE	10	10
		Apt Elev	18	18

ILS or LOC RWY 22L

NEWARK LIBERTY INTL (EWR)

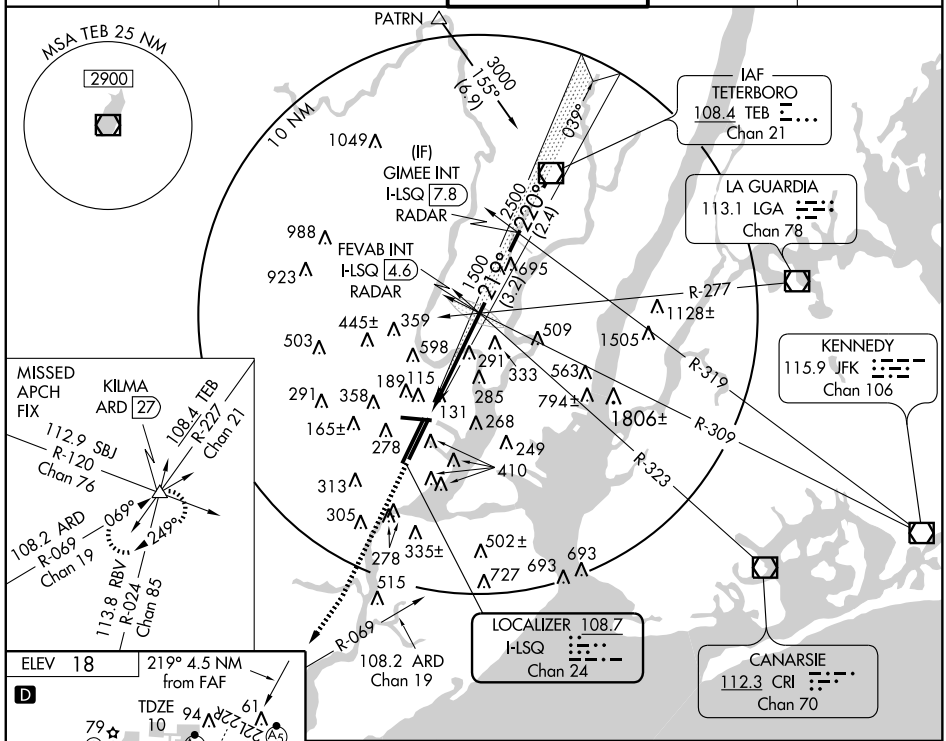
Inoperative table does not apply to SIDESTEP Rwy 22R Cats A and B.

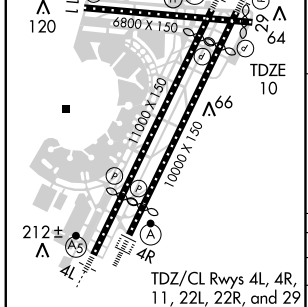
22L MALSR (A5)

22R MALSR (A5)

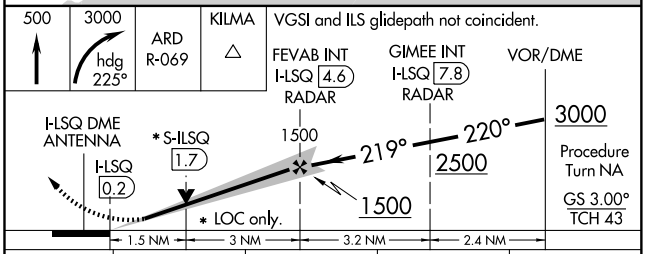
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via heading 225° and ARD VOR/DME R-069 to KILMA INT/27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 22L	210/18 200 (200-½)			
S-LOC 22L	560/24 550 (600-½)		560/50 550 (600-1)	560/60 550 (600-1¼)
SIDESTEP RWY 22R	560/50 550 (600-1)			560/60 550 (600-1¼)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

NE-2. 03 JUN 2010 to 01 JUL 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

10042

ILS or LOC RWY 22R

NEWARK LIBERTY INTL (EWR)

LOC/DME I-JNN	APP CRS		22R	22L
110.75	219°	Rwy ldg	9560	8206
Chan 44 (Y)		TDZE	10	10
		Apt Elev	18	18

Circling to Rwy 29 NA at night. Inoperative table does not apply to sidestep 22L Cats A and B. For inoperative MALSR increase S-ILS 22R visibility to RVR 5000. DME or RADAR required.

22R MALSR (A5)

22L MALSR (A5)

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD R-069 to KILMA INT/ARD 27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED

(IF) AGNSS I-JNN 9.7 RADAR

VERDE I-JNN 7.3 RADAR

TALTE I-JNN 4.1 RADAR

TETERBORO 108.4 TEB Chan 21

LOCALIZER 110.75 I-JNN Chan 44 (Y)

Disregard all marker beacon indications.

10 NM

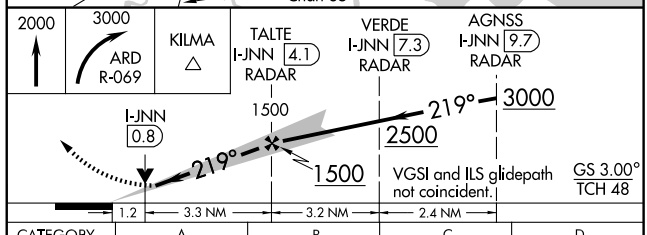
MSA TEB 25 NM 2900

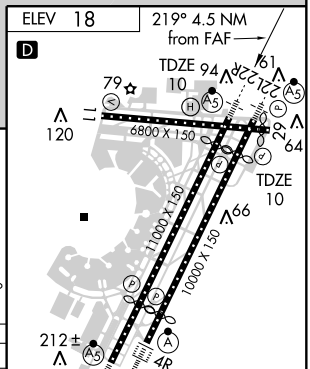
KILMA ARD 27

R-024 R-069 069° 249°

108.2 ARD Chan 19

113.8 RBV Chan 85





CATEGORY	A	B	C	D
S-ILS 22R	210/18 200 (200-½)			
S-LOC 22R	460/24 450 (500-½)		460/40 450 (500-¾)	460/50 450 (500-1)
SIDESTEP RWY 22L	560/50 550 (600-1)			560-1½ 550 (600-1½)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-EZA	APP CRS	Rwy Idg	8810
108.7	039°	TDZE	12
Chan 24		Apt Elev	18

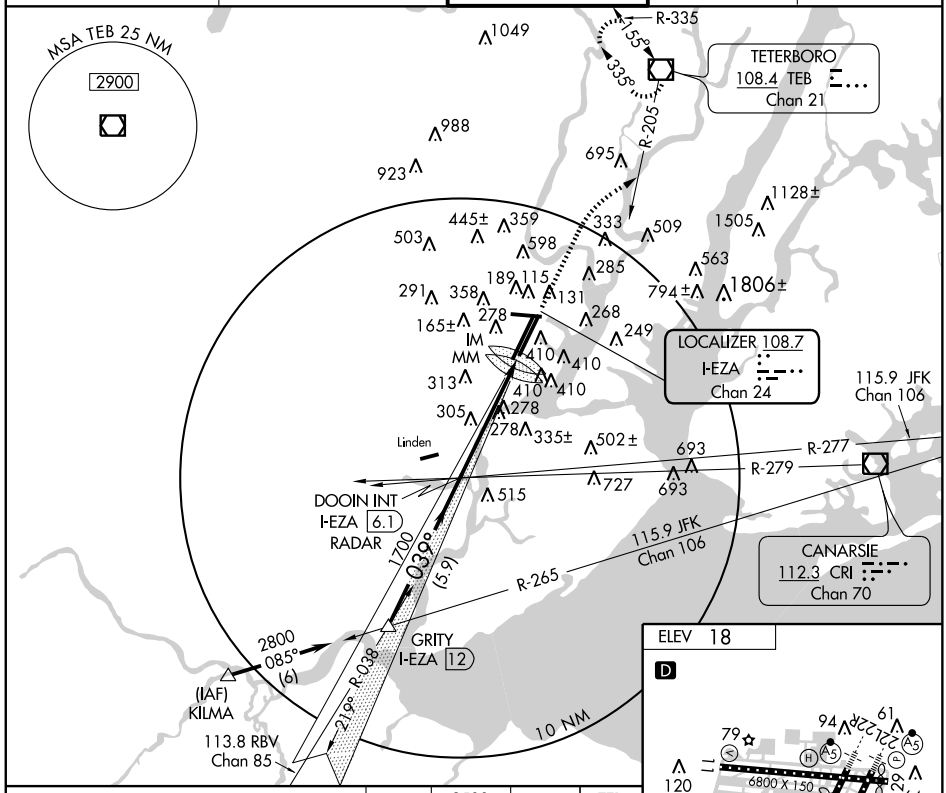
ILS RWY 4R (CAT II)

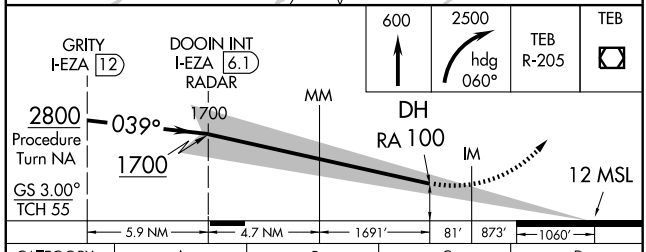
NEWARK LIBERTY INTL (EWR)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

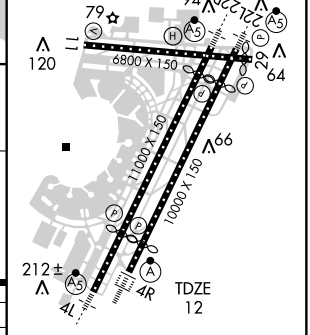
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
S-ILS 4R	RA 100/12	100	DA 112	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R,and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-EZA	APP CRS	Rwy Idg	8810
108.7	039°	TDZE	12
Chan 24		Apt Elev	18

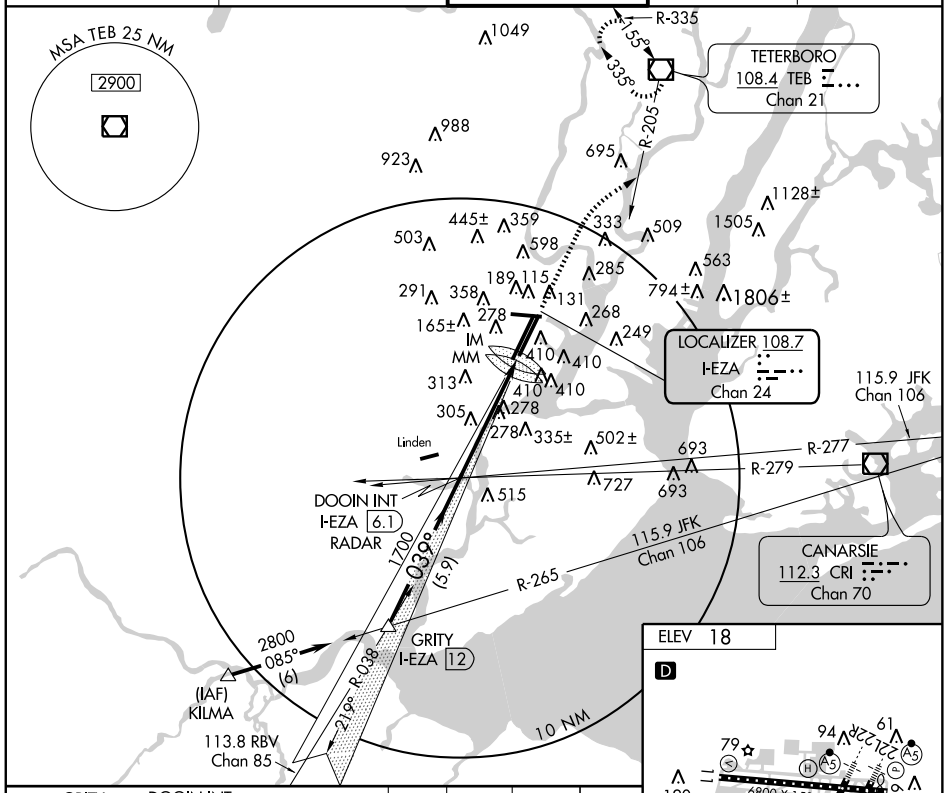
ILS RWY 4R (CAT III)

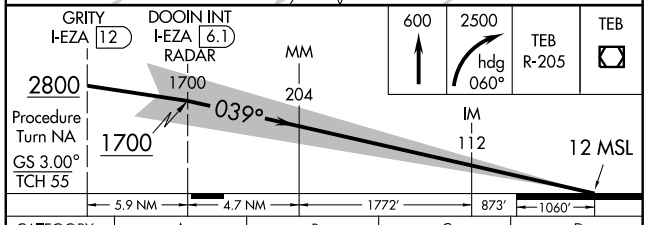
NEWARK LIBERTY INTL (EWR)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85



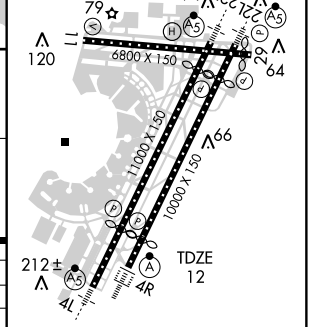


CATEGORY	A	B	C	D
S-ILS 4R		CAT IIIa	RVR 07	
S-ILS 4R		CAT IIIb	RVR 06	
S-ILS 4R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 18

D



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-LSQ	APP CRS	Rwy Idg	8206
108.7	219°	TDZE	10
Chan 24		Apt Elev	18

ILS RWY 22L (CAT II)

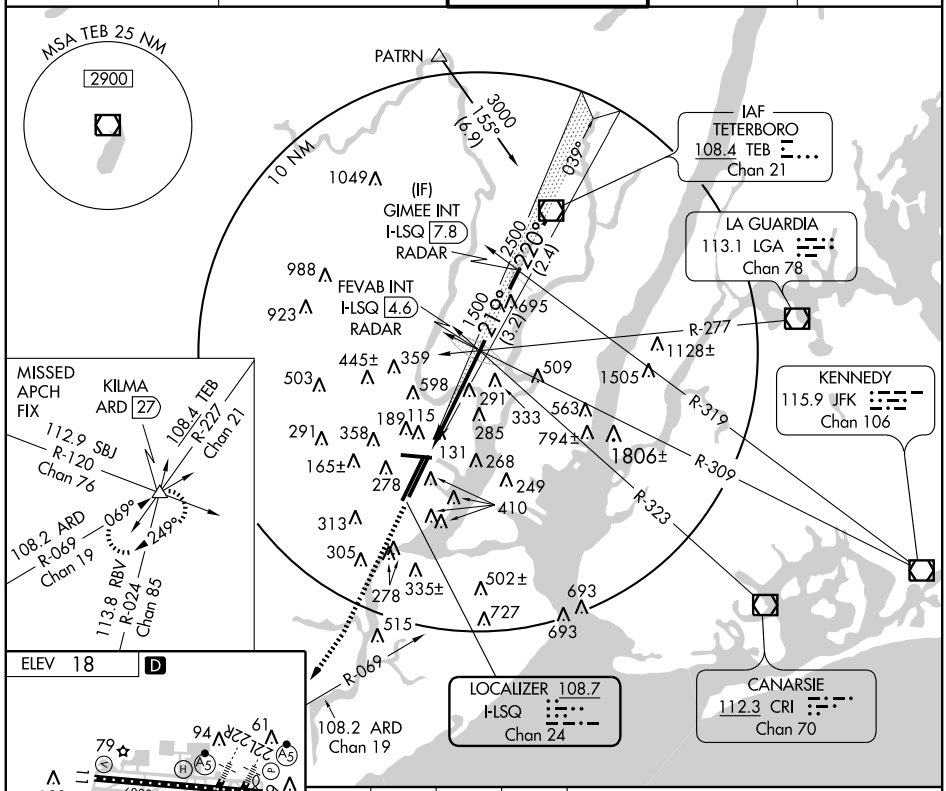
NEWARK LIBERTY INTL (EWR)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPS SPEC approval or LOA for this runway.

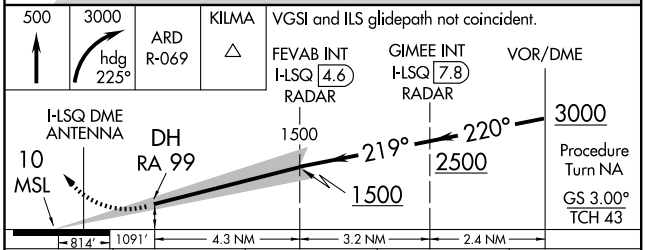
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via heading 225° and ARD VOR/DME R-069 to KILMA INT/27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85



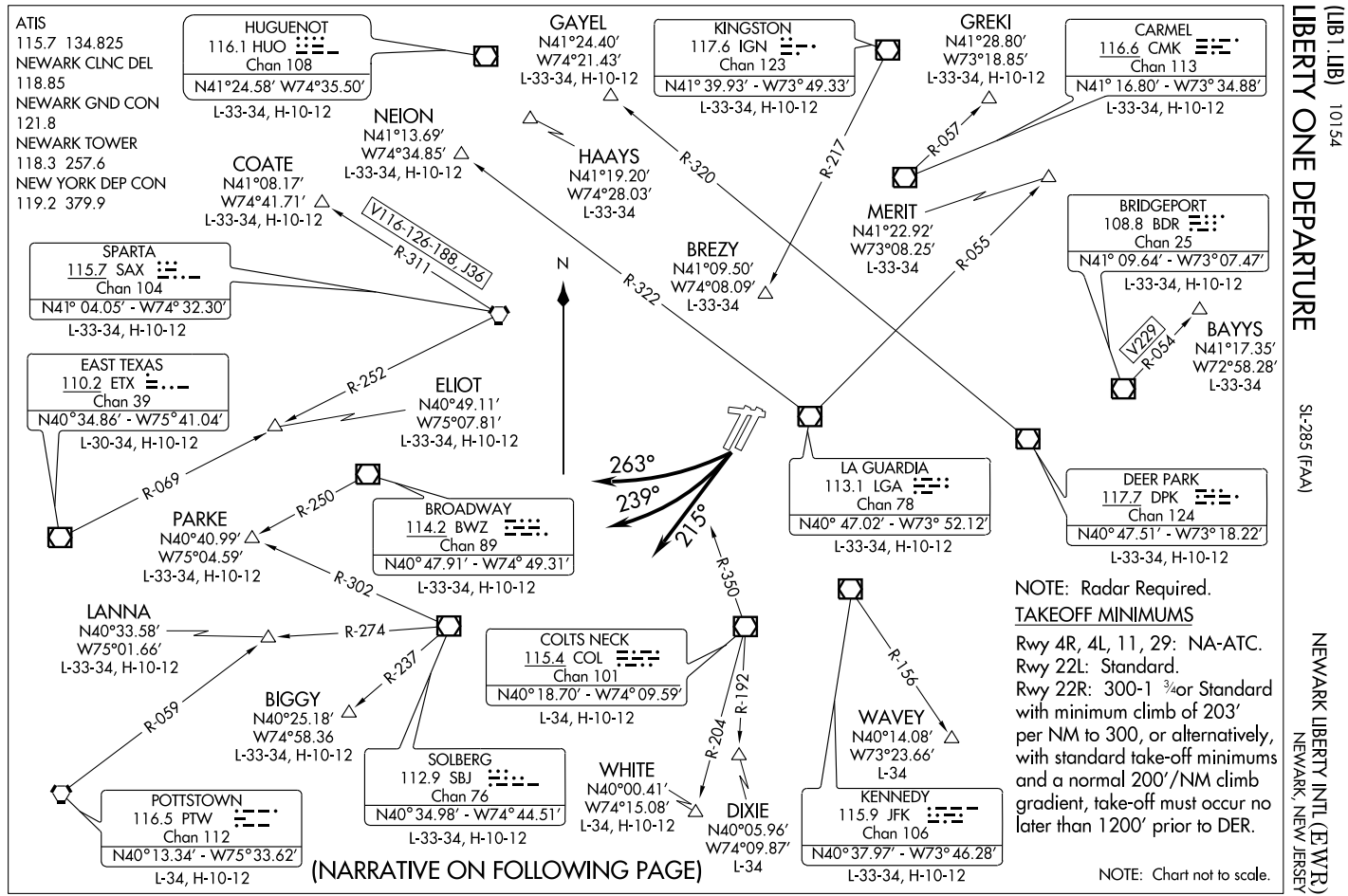
TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



CATEGORY	A	B	C	D
S-ILS 22L	RA 99/12 100 DA 110			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2. 03 JUN 2010 to 01 JUL 2010


ATIS
115.7 134.825
NEWARK CLNC DEL
118.85
NEWARK GND CON
121.8
NEWARK TOWER
118.3 257.6
NEW YORK DEP CON
119.2 379.9
HUGUENOT
116.1 HUO
Chan 108
N41°24.58′ W74°35.50′
L-33-34, H-10-12
GAYEL
N41°24.40′
W74°21.43′
L-33-34, H-10-12
KINGSTON
117.6 IGN
Chan 123
N41° 39.93′ - W73° 49.33′
L-33-34, H-10-12
GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12
CARMEL
116.6 CMK
Chan 113
N41° 16.80′ - W73° 34.88′
L-33-34, H-10-12
NEION
N41°13.69′
W74°34.85′
L-33-34, H-10-12
HAAYS
N41°19.20′
W74°28.03′
L-33-34
COATE
N41°08.17′
W74°41.71′
L-33-34, H-10-12
V116-126-188, J36
R-311
SPARTA
115.7 SAX
Chan 104
N41° 04.05′ - W74° 32.30′
L-33-34, H-10-12
R-320
R-217
R-057
MERIT
N41°22.92′
W73°08.25′
L-33-34
BREZY
N41°09.50′
W74°08.09′
L-33-34
R-322
R-055
BRIDGEPORT
108.8 BDR
Chan 25
N41° 09.64′ - W73° 07.47′
L-33-34, H-10-12
V229
R-054
BAYYS
N41°17.35′
W72°58.28′
L-33-34
EAST TEXAS
110.2 ETX
Chan 39
N40°34.86′ - W75°41.04′
L-30-34, H-10-12
R-252
ELIOT
N40°49.11′
W75°07.81′
L-33-34, H-10-12
N
263°
239°
215°
R-069
R-250
PARKE
N40°40.99′
W75°04.59′
L-33-34, H-10-12
BROADWAY
114.2 BWZ
Chan 89
N40° 47.91′ - W74° 49.31′
L-33-34, H-10-12
R-302
LA GUARDIA
113.1 LGA
Chan 78
N40° 47.02′ - W73° 52.12′
L-33-34, H-10-12
DEER PARK
117.7 DPK
Chan 124
N40° 47.51′ - W73° 18.22′
L-33-34, H-10-12
R-350
LANNA
N40°33.58′
W75°01.66′
L-33-34, H-10-12
R-274
COLTS NECK
115.4 COL
Chan 101
N40°18.70′ - W74° 09.59′
L-34, H-10-12
R-237
BIGGY
N40°25.18′
W74°58.36
L-33-34, H-10-12
R-059
R-192
R-204
R-156
WAVEY
N40°14.08′
W73°23.66′
L-34
SOLBERG
112.9 SBJ
Chan 76
N40° 34.98′ - W74° 44.51′
L-33-34, H-10-12
WHITE
N40°00.41′
W74°15.08′
L-34, H-10-12
DIXIE
N40°05.96′
W74°09.87′
L-34
KENNEDY
115.9 JFK
Chan 106
N40° 37.97′ - W73° 46.28′
L-33-34, H-10-12
POTTSTOWN
116.5 PTW
Chan 112
N40° 13.34′ - W75° 33.62′
L-34, H-10-12
NOTE: Radar Required.
TAKEOFF MINIMUMS
Rwy 4R, 4L, 11, 29: NA-ATC.
Rwy 22L: Standard.
Rwy 22R: 300-1 ¾or Standard with minimum climb of 203′ per NM to 300, or alternatively, with standard take-off minimums and a normal 200′/NM climb gradient, take-off must occur no later than 1200′ prior to DER.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)
(LIB1, LIB) 10154
LIBERTY ONE DEPARTURE
SL-285 (FAA)
NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 22L/R:

TURNPIKE CLIMB: Climb heading 215°, or as assigned by ATC, Thence . . . .
PARKWAY CLIMB: Climbing right turn heading 239°, or as assigned by ATC, Thence . . . .
BUD CLIMB: Climbing right turn heading 263°, or as assigned by ATC, Thence . . . .

. . . . via radar vectors to assigned route/fix. Maintain 5000 or assigned lower altitude. Expect clearance to filed altitude/flight level within 10 minutes after departure.

LOST COMMUNICATIONS: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

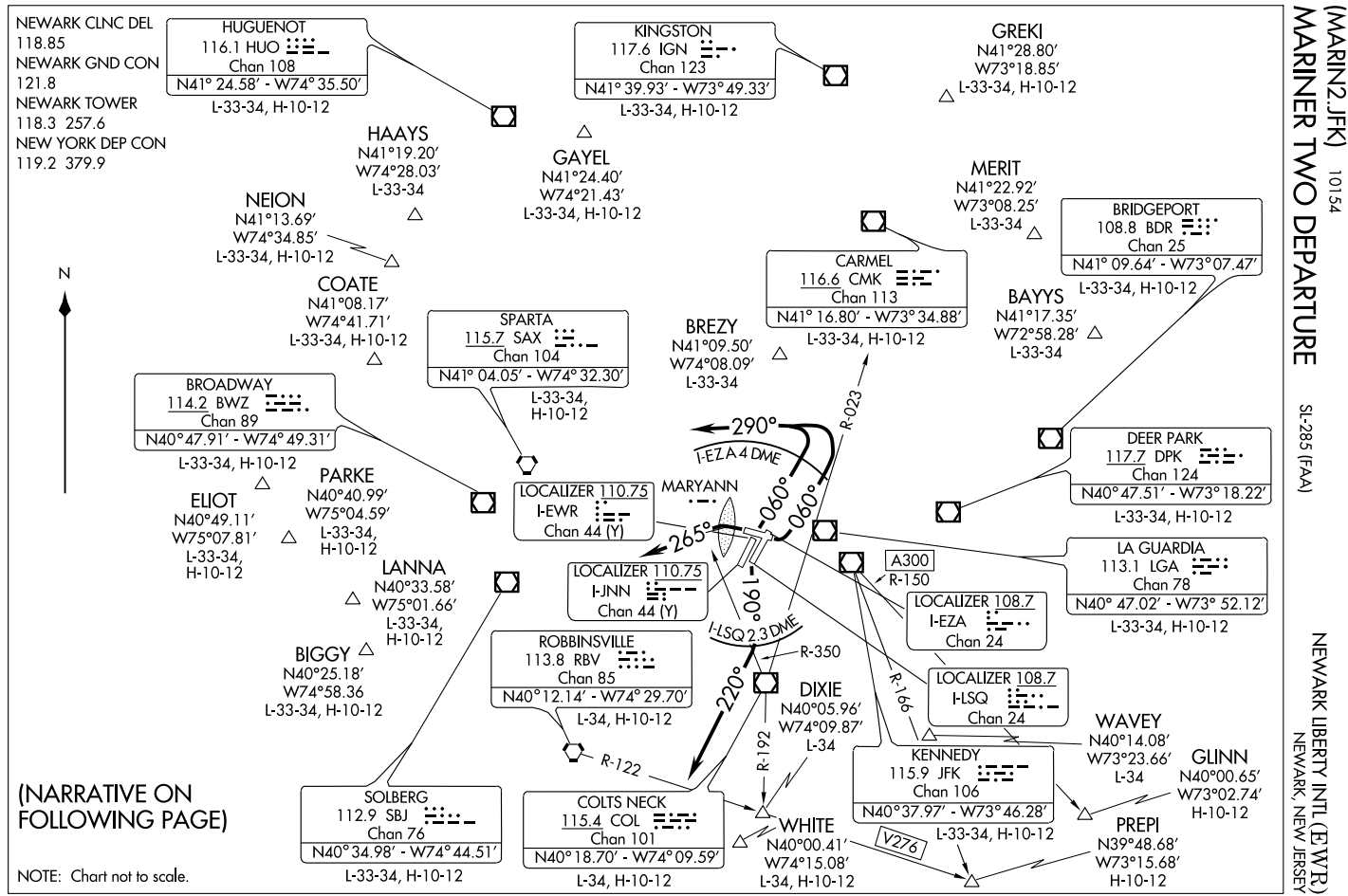
PROCEDURAL NOTES

NOTE: Westbound expect radar vectors between 5 and 8 NM.
NOTE: BAYYS departure expect vectors via BDR/BDR R-054.
NOTE: BIGGY departures expect vectors via SBJ/SBJ R-237.
NOTE: BREZY departures expect vectors via IGN R-217 to BREZY.
NOTE: COATE departures expect vectors via SAX/SAX R-311.
NOTE: ELIOT departures expect vectors via SAX R-252. Between 2300 and 0700 local.
NOTE: ELIOT departures expect vectors via SBJ or ETX.
NOTE: GAYEL departures expect vectors via DPK R-320.
NOTE: GREKI departures expect vectors via CMK/CMK R-057.
NOTE: HAAYS departures expect vectors via HUO.
NOTE: LANNA departures expect radar vectors via SBJ/SBJ R-274.
NOTE: MERIT departures expect vectors via LGA R-055.
NOTE: NEION departures expect vectors via LGA R-322.
NOTE: PARKE departures expect radar vectors via SBJ/SBJ R-302.
NOTE: WAVEY departures expect vectors via JFK/JFK R-156.
NOTE: WHITE/DIXIE departures expect vectors to COL R-350. Thence WHITE via COL R-204 or DIXIE via COL R-192.

TAKE-OFF OBSTACLES

Rwy 22L: Pole 8′ from DER, 261′ left of centerline, 7′ AGL/16′ MSL.
Rwy 22R: Light and multiple trees beginning 1829′ from DER, 307′ right of centerline, up to 55′ AGL/69′ MSL.
Building 1.4 NM from DER, 1872′ left of centerline, 200′ AGL/227′MSL.

NE-2, 03 JUN 2010 to 01 JUL 2010


NEWARK CLNC DEL
118.85
NEWARK GND CON
121.8
NEWARK TOWER
118.3 257.6
NEW YORK DEP CON
119.2 379.9
HUGUENOT
116.1 HUO
Chan 108
N41° 24.58′ - W74° 35.50′
L-33-34, H-10-12
KINGSTON
117.6 IGN
Chan 123
N41° 39.93′ - W73° 49.33′
L-33-34, H-10-12
GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12
HAAYS
N41°19.20′
W74°28.03′
L-33-34
GAYEL
N41°24.40′
W74°21.43′
L-33-34, H-10-12
NEION
N41°13.69′
W74°34.85′
L-33-34, H-10-12
MERIT
N41°22.92′
W73°08.25′
L-33-34
BRIDGEPORT
108.8 BDR
Chan 25
N41° 09.64′ - W73° 07.47′
L-33-34, H-10-12
CARMEL
116.6 CMK
Chan 113
N41° 16.80′ - W73° 34.88′
L-33-34, H-10-12
BAYYS
N41°17.35′
W72°58.28′
L-33-34
COATE
N41°08.17′
W74°41.71′
L-33-34, H-10-12
SPARTA
115.7 SAX
Chan 104
N41° 04.05′ - W74° 32.30′
L-33-34, H-10-12
BREZY
N41°09.50′
W74°08.09′
L-33-34
BROADWAY
114.2 BWZ
Chan 89
N40° 47.91′ - W74° 49.31′
L-33-34, H-10-12
PARKE
N40°40.99′
W75°04.59′
L-33-34, H-10-12
ELIOT
N40°49.11′
W75°07.81′
L-33-34, H-10-12
290°
I-EZA 4 DME
R-023
060°
060°
LOCALIZER 110.75
I-EWR
Chan 44 (Y)
MARYANN
265°
DEER PARK
117.7 DPK
Chan 124
N40° 47.51′ - W73° 18.22′
L-33-34, H-10-12
LOCALIZER 110.75
I-JNN
Chan 44 (Y)
190°
A300
R-150
LA GUARDIA
113.1 LGA
Chan 78
N40° 47.02′ - W73° 52.12′
L-33-34, H-10-12
LOCALIZER 108.7
I-EZA
Chan 24
LANNA
N40°33.58′
W75°01.66′
L-33-34, H-10-12
I-LSQ 2.3 DME
R-350
ROBBINSVILLE
113.8 RBV
Chan 85
N40°12.14′ - W74° 29.70′
L-34, H-10-12
BIGGY
N40°25.18′
W74°58.36
L-33-34, H-10-12
220°
DIXIE
N40°05.96′
W74°09.87′
L-34
R-166
LOCALIZER 108.7
I-LSQ
Chan 24
WAVEY
N40°14.08′
W73°23.66′
L-34
GLINN
N40°00.65′
W73°02.74′
H-10-12
R-122
R-192
KENNEDY
115.9 JFK
Chan 106
N40° 37.97′ - W73° 46.28′
L-33-34, H-10-12
PREPI
N39°48.68′
W73°15.68′
H-10-12
SOLBERG
112.9 SBJ
Chan 76
N40° 34.98′ - W74° 44.51′
L-33-34, H-10-12
COLTS NECK
115.4 COL
Chan 101
N40° 18.70′ - W74° 09.59′
L-34, H-10-12
WHITE
N40°00.41′
W74°15.08′
L-34, H-10-12
V276
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.
N
(MARIN2.JFK) 10154
MARINER TWO DEPARTURE
SL-285 (FAA)
NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L/R: Climb via heading 060°, upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290° maintain 2500 feet. Thence . . . .

TAKE-OFF RUNWAY 11: Climbing left turn via heading 060° (do not proceed east of COL R-023). Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290°, maintain 2500 feet. Thence . . . .

TAKE-OFF RUNWAY 22L/R: Climbing left turn via heading 190°, upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available). Turn right heading 220°, maintain 5000 feet. Thence . . . .

TAKE-OFF RWY 29: Climb via runway heading to MARYANN (MB) Fan Marker, then climbing left turn heading 265°. Maintain 5000 feet. Thence . . . .

. . . . via vectors to COL R-350.COL.COL R-192.DIXIE.V276.PREPI.GLINN.A300.JFK. Thence . . . .

. . . . as per notes or via vectors or assigned route/fix.

Expect clearance to filed altitude/flight level ten minutes after departure.

PROCEDURAL NOTES

NOTE: MARYANN fan marker is 1875 feet outbound from departure end and 46.5′ north of runway centerline.

NOTE: Takeoff Rwy 11, obstruction 1742 feet high, 6.5 miles east of departure end of runway.

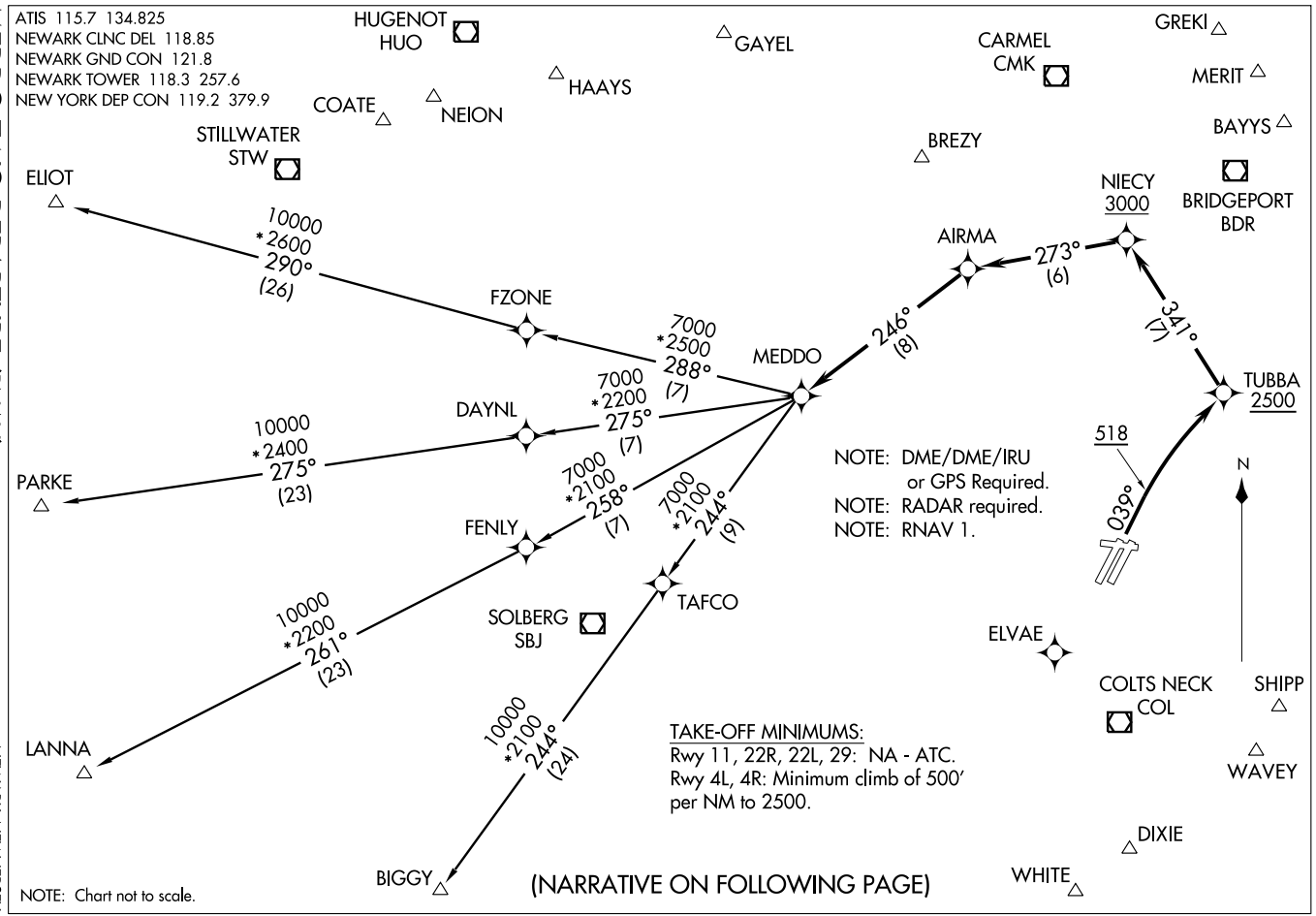
NOTE: RNAV aircraft only.

NOTE: Rwy 4L/R, 11, 22L/R DME required.

NOTE: Departure procedure to be used when assigned by ATC only for severe weather avoidance.

NOTE: This procedure requires overwater flight not to exceed 50 miles.

NOTE: Approximate mileage from Newark Airport via this routing to JFK is 150 NM. All aircraft should expect to fly the departure route prior to receiving vectors to assigned route/fix.



(MEDDO2.MEDDO) 09295

MEDDO TWO DEPARTURE (RNAV)

SL-285 (FAA)

NEWARK LIBERTY INTL (EWR)

NEWARK, NEW JERSEY

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L/4R: Climb heading 039° to 518, then right turn direct TUBBA, then via depicted route to MEDDO, thence. . . .

. . . .via assigned transition, maintain 3000. Expect clearance to filed altitude/ flight level within 10 minutes after departure.

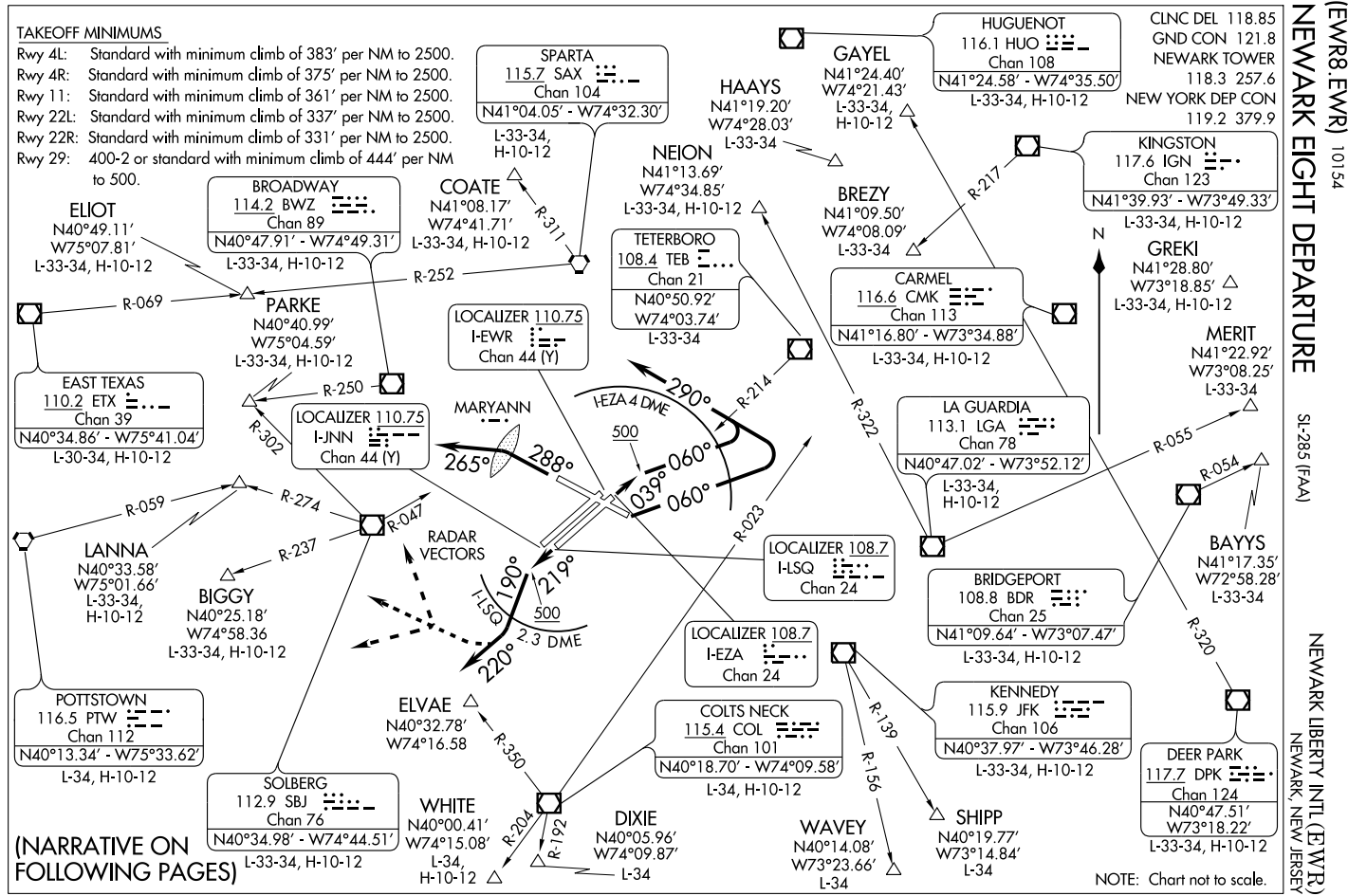
BIGGY TRANSITION (MEDDO2.BIGGY):
ELIOT TRANSITION (MEDDO2.ELIOT):
LANNA TRANSITION (MEDDO2.LANNA):
PARKE TRANSITION (MEDDO2.PARKE):

TAKE-OFF OBSTACLES:

Rwy 4L: Tower, light, multiple trees beginning 211′ from DER, 198′ left of centerline, up to 70′ AGL/89′ MSL. DME antenna and pole beginning 881′ from DER, 418′ right of centerline, up to 121′ AGL/131′ MSL.

Rwy 4R: DME antenna, tree, and multiple towers beginning 530′ from DER, 477′ left of centerline, up to 61′ AGL/ 82′ MSL. Tower, sign, tree, multiple buildings and poles beginning 1134′ from DER, 153′ right of centerline, up to 121′ AGL/131′ MSL.

NE-2, 03 JUN 2010 to 01 JUL 2010


TAKEOFF MINIMUMS
Rwy 4L: Standard with minimum climb of 383′ per NM to 2500.
Rwy 4R: Standard with minimum climb of 375′ per NM to 2500.
Rwy 11: Standard with minimum climb of 361′ per NM to 2500.
Rwy 22L: Standard with minimum climb of 337′ per NM to 2500.
Rwy 22R: Standard with minimum climb of 331′ per NM to 2500.
Rwy 29: 400-2 or standard with minimum climb of 444′ per NM to 500.
(NARRATIVE ON FOLLOWING PAGES)
NEWARK EIGHT DEPARTURE
(EWR8.EWR) 10154
SI-285 (FAA)
NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY
CLNC DEL 118.85
GND CON 121.8
NEWARK TOWER
118.3 257.6
NEW YORK DEP CON
119.2 379.9
SPARTA
115.7 SAX
Chan 104
N41°04.05′ - W74°32.30′
L-33-34, H-10-12
HUGUENOT
116.1 HUO
Chan 108
N41°24.58′ - W74°35.50′
L-33-34, H-10-12
GAYEL
N41°24.40′
W74°21.43′
L-33-34, H-10-12
HAAYS
N41°19.20′
W74°28.03′
L-33-34
NEION
N41°13.69′
W74°34.85′
L-33-34, H-10-12
BREZY
N41°09.50′
W74°08.09′
L-33-34
KINGSTON
117.6 IGN
Chan 123
N41°39.93′ - W73°49.33′
L-33-34, H-10-12
GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12
MERIT
N41°22.92′
W73°08.25′
L-33-34
BROADWAY
114.2 BWZ
Chan 89
N40°47.91′ - W74°49.31′
L-33-34, H-10-12
COATE
N41°08.17′
W74°41.71′
L-33-34, H-10-12
ELIOT
N40°49.11′
W75°07.81′
L-33-34, H-10-12
TETERBORO
108.4 TEB
Chan 21
N40°50.92′
W74°03.74′
L-33-34
CARMEL
116.6 CMK
Chan 113
N41°16.80′ - W73°34.88′
L-33-34, H-10-12
PARKE
N40°40.99′
W75°04.59′
L-33-34, H-10-12
LOCALIZER 110.75
I-EWR
Chan 44 (Y)
EAST TEXAS
110.2 ETX
Chan 39
N40°34.86′ - W75°41.04′
L-30-34, H-10-12
LOCALIZER 110.75
I-JNN
Chan 44 (Y)
MARYANN
I-EZA 4 DME
500
LA GUARDIA
113.1 LGA
Chan 78
N40°47.02′ - W73°52.12′
L-33-34, H-10-12
LANNA
N40°33.58′
W75°01.66′
L-33-34, H-10-12
BIGGY
N40°25.18′
W74°58.36
L-33-34, H-10-12
RADAR VECTORS
I-LSQ
2.3 DME
500
LOCALIZER 108.7
I-LSQ
Chan 24
BRIDGEPORT
108.8 BDR
Chan 25
N41°09.64′ - W73°07.47′
L-33-34, H-10-12
BAYYS
N41°17.35′
W72°58.28′
L-33-34
LOCALIZER 108.7
I-EZA
Chan 24
POTTSTOWN
116.5 PTW
Chan 112
N40°13.34′ - W75°33.62′
L-34, H-10-12
ELVAE
N40°32.78′
W74°16.58
COLTS NECK
115.4 COL
Chan 101
N40°18.70′ - W74°09.58′
L-34, H-10-12
KENNEDY
115.9 JFK
Chan 106
N40°37.97′ - W73°46.28′
L-33-34, H-10-12
DEER PARK
117.7 DPK
Chan 124
N40°47.51′
W73°18.22′
L-33-34, H-10-12
SOLBERG
112.9 SBJ
Chan 76
N40°34.98′ - W74°44.51′
L-33-34, H-10-12
WHITE
N40°00.41′
W74°15.08′
L-34, H-10-12
DIXIE
N40°05.96′
W74°09.87′
L-34
WAVEY
N40°14.08′
W73°23.66′
L-34
SHIPP
N40°19.77′
W73°14.84′
L-34
R-069
R-252
R-311
R-217
R-250
R-302
R-214
R-322
R-055
R-054
R-059
R-274
R-047
R-237
R-023
R-320
R-139
R-156
R-350
R-204
R-192
290°
060°
039°
060°
265°
288°
190°
219°
220°
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4L: Climb via heading 060°. Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000 feet. Thence . . . .

TAKEOFF RUNWAY 4R: Climb heading 039° to 500, then climb via heading 060°. Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000. Thence . . . .

TAKEOFF RUNWAY 11: Climb via heading 060° (do not proceed east of COL R-023). Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000 feet. Thence . . . .

TAKEOFF RUNWAY 22L: Climb heading 219° to 500, then climbing left turn heading 190°. Upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available), turn right heading 220°, maintain 5000 feet. Thence . . . .

TAKEOFF RWY 22R: Climbing left turn heading 190°. Upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available), turn right heading 220°, maintain 5000 feet. Thence . . . .

TAKEOFF RWY 29: Climb via heading 288° to MARYANN Fan Marker, then climbing left turn heading 265°, maintain 5000 feet. Thence . . . .

. . . . as per notes or via assigned vector/route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

NOTE: RADAR Required.
NOTE: Rwy 4L/R, 11, 22L/R DME Required.
NOTE: Rwy 4L/R, 11 simultaneous reception of EWR ILS/DME and TEB VOR/DME Required.
NOTE: MARYANN fan marker is 1875 feet outbound from departure end and 46.5 feet north of Rwy 29 centerline.
NOTE: Rwy 22L/R westbound departures expect vectors between 5 and 8 NM.

DP FIX	Depart Rwy 4L/R Expect VECTORS to:	Depart Rwy 22L/R Expect VECTORS to:
BAYYS	BDR/BDR R-054	BDR/BDR R-054
BIGGY	SBJ/SBJ R-237	SBJ/SBJ R-237
BREZY	IGN R-217	IGN R-217
COATE	SAX/SAX R-311	SAX/SAX R-311
DIXIE	COL R-350/COL/COL R-192 or ELVAE/COL	COL R-350/COL/COL R-192 or ELVAE/COL
ELIOT	SAX R-252	ETX (2300L-0700L SBJ/ETX)
GAYEL	DPK R-320	DPK R-320
HAAYS	HUO	HUO
LANNA	PTW R-059	SBJ/SBJ R-274
MERIT	LGA R-055	LGA R-055
NEION	LGA R-322	LGA R-322
PARKE	BWZ R-250	SBJ/SBJ R-302
SHIPP	JFK/JFK R-139	JFK/JFK R-139
WAVEY	JFK/JFK R-156	JFK/JFK R-156
WHITE	COL R-350/COL/COL R-204 or ELVAE/COL	COL R-350/COL/COL R-204 or ELVAE/COL

(CONTINUED ON FOLLOWING PAGE)

(CONTINUED)

TAKEOFF OBSTACLES NOTES

Rwy 4L: Tower, light, and multiple trees beginning 211′ from DER, 198′ left of centerline, up to 70′ AGL/89′ MSL.
DME antenna and pole beginning 881′ from DER, 418′ right of centerline, up to 121′ AGL/131′ MSL.

Rwy 4R: DME antenna, tree, and multiple towers beginning 530′ from DER, 477′ left of centerline, up to 61′ AGL/82′ MSL.
Tower, sign, tree, multiple buildings and poles beginning 1134′ from DER, 153′ right of centerline, up to 121′ AGL/131′ MSL.

Rwy 11: Pole, tree, and multiple signs beginning 6′ from DER, 158′ right of centerline, up to 31′ AGL/50′ MSL.
Sign, tree, road, fence, building, and multiple poles beginning 82′ from DER, 2′ left of centerline, up to 49′ AGL/68′ MSL.

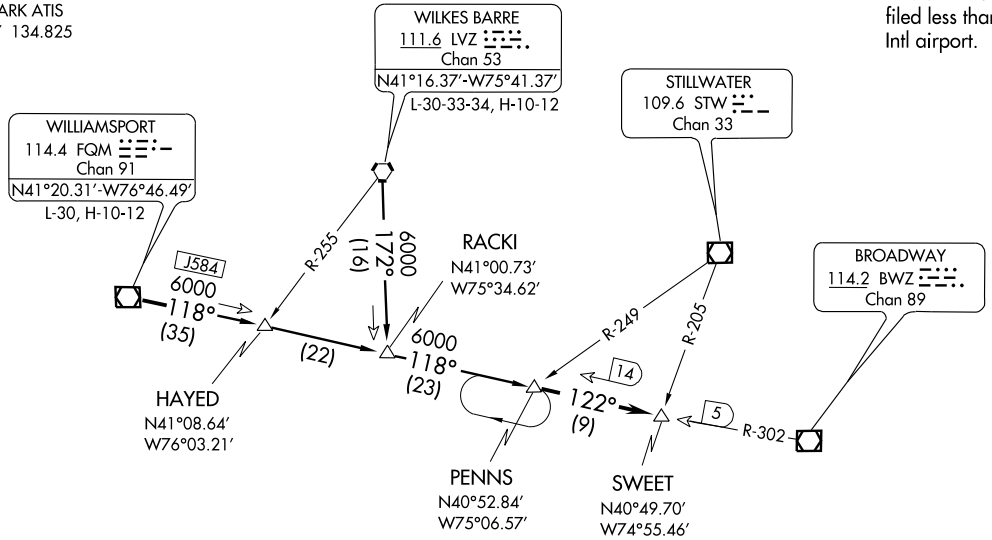
Rwy 22L: Pole 8′ from DER, 261′ left of centerline, 7′ AGL/16′ MSL.

Rwy 22R: Light and multiple trees beginning 1829′ from DER, 307′ right of centerline, up to 55′ AGL/69′ MSL.
Building 1.4 NM from DER, 1872′ left of centerline, 200′ AGL/227′ MSL.

Rwy 29: Multiple poles, trees, signs, and buildings beginning 209′ from DER, 242′ left of centerline, up to 110′ AGL/120′ MSL.
Tree, multiple signs and poles beginning 689′ from DER, 66′ right of centerline, up to 273′ AGL/358′ MSL.
Building 6029′ from DER, 1624′ right of centerline, 273′ AGL/357′ MSL.
Building 1.5 NM from DER, 2071′ right of centerline, 202′ AGL/328′ MSL.

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7 134.825

NOTE: This STAR is applicable to non-jet aircraft filed less than 250 KT landing Newark Liberty Intl airport.



WILKES-BARRE TRANSITION (LVZ.PENNS2): From over LVZ VORTAC via R-172 to RACKI INT, then via FQM R-118 to PENNS INT. Thence . . . .

WILLIAMSPORT TRANSITION (FQM.PENNS2): From over FQM VOR/DME via FQM R-118 to PENNS INT. Thence . . . .

. . . . From over PENNS INT via BWZ VOR/DME R-302 to SWEET INT. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

PENNS TWO ARRIVAL (PENNS.PENNS2)

07298

ST-285 (FAA)

NEWARK LIBERTY INTL

NEWARK, NEW JERSEY

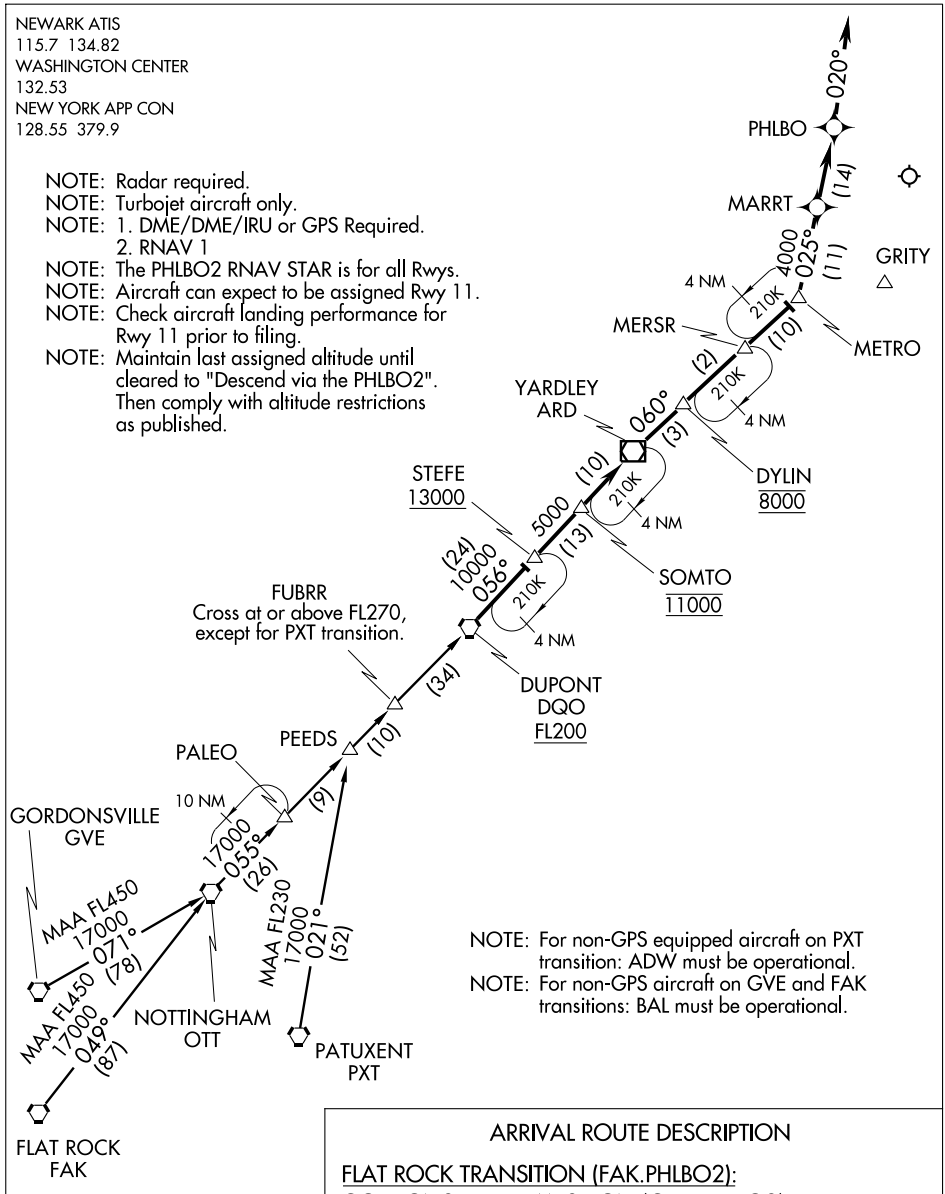
(DQO.PHLBO2) 10154 ST-285 (FAA)

PHLBO TWO ARRIVAL (RNAV)

NEWARK LIBERTY INTL
NEWARK, NEW JERSEY

NEWARK ATIS
115.7 134.82
WASHINGTON CENTER
132.53
NEW YORK APP CON
128.55 379.9

NOTE: Radar required.
NOTE: Turbojet aircraft only.
NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1
NOTE: The PHLBO2 RNAV STAR is for all Rwys.
NOTE: Aircraft can expect to be assigned Rwy 11.
NOTE: Check aircraft landing performance for Rwy 11 prior to filing.
NOTE: Maintain last assigned altitude until cleared to "Descend via the PHLBO2". Then comply with altitude restrictions as published.



NOTE: For non-GPS equipped aircraft on PXT transition: ADW must be operational.
NOTE: For non-GPS aircraft on GVE and FAK transitions: BAL must be operational.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.PHLBO2):
GORDONSVILLE TRANSITION (GVE.PHLBO2):
PATUXENT TRANSITION (PXT.PHLBO2):

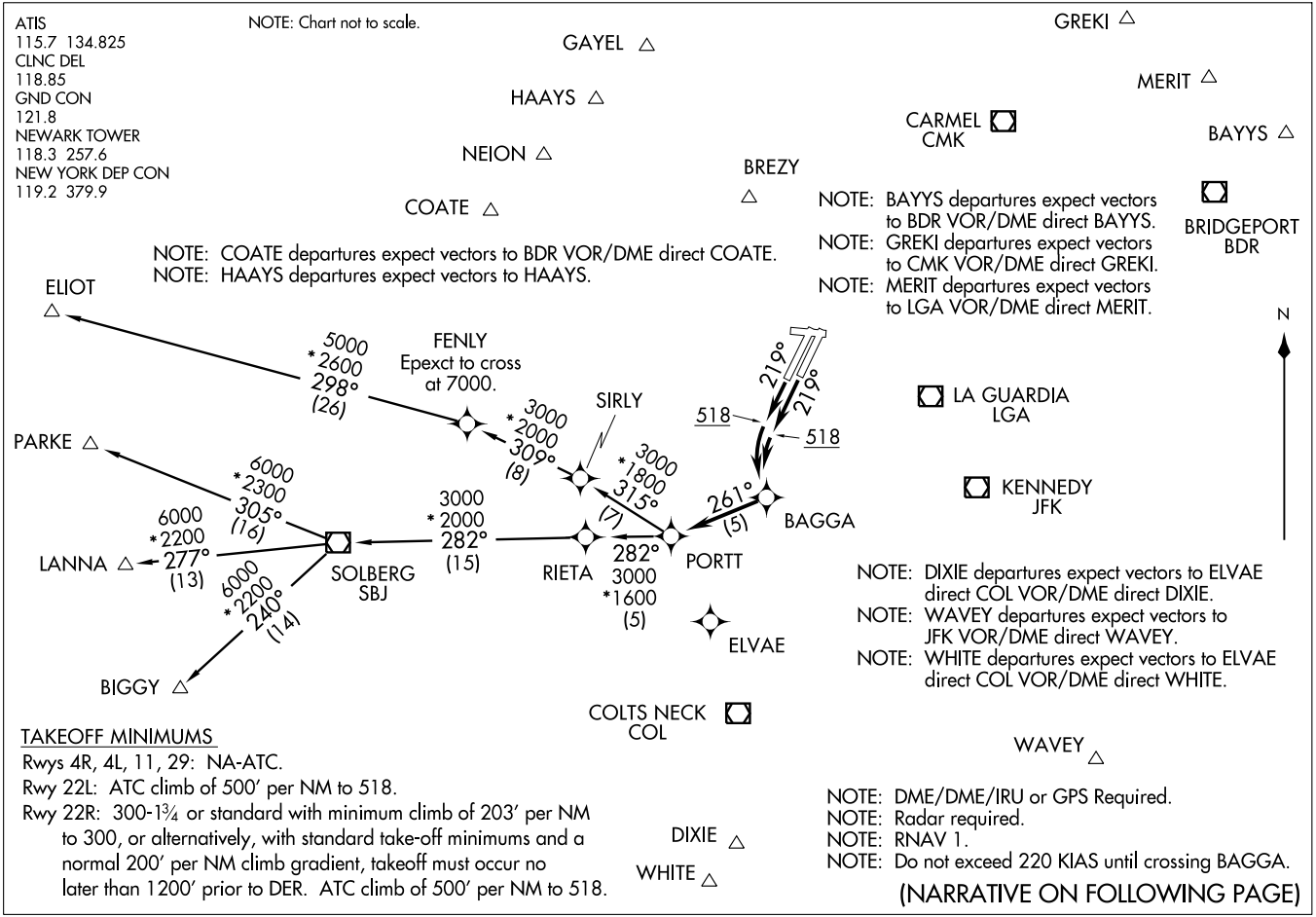
. . . . From DQO VORTAC via 056° track to ARD VOR/DME, then via 060° track to METRO, then via 025° track to PHLBO, then via 020° heading. Expect radar vectors.

NE-2, 03 JUN 2010 to 01 JUL 2010

PORTT TWO DEPARTURE (RNAV)

ATIS
115.7 134.825
CLNC DEL
118.85
GND CON
121.8
NEWARK TOWER
118.3 257.6
NEW YORK DEP CON
119.2 379.9

NOTE: Chart not to scale.



NOTE: BAYYS departures expect vectors to BDR VOR/DME direct BAYYS.
NOTE: GREKI departures expect vectors to CMK VOR/DME direct GREKI.
NOTE: MERIT departures expect vectors to LGA VOR/DME direct MERIT.

NOTE: COATE departures expect vectors to BDR VOR/DME direct COATE.
NOTE: HAAYS departures expect vectors to HAAYS.

NOTE: DIXIE departures expect vectors to ELVAE direct COL VOR/DME direct DIXIE.
NOTE: WAVEY departures expect vectors to JFK VOR/DME direct WAVEY.
NOTE: WHITE departures expect vectors to ELVAE direct COL VOR/DME direct WHITE.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Do not exceed 220 KIAS until crossing BAGGA.

(NARRATIVE ON FOLLOWING PAGE)

TAKEOFF MINIMUMS

Rwys 4R, 4L, 11, 29: NA-ATC.
Rwy 22L: ATC climb of 500′ per NM to 518.
Rwy 22R: 300-1¾ or standard with minimum climb of 203′ per NM to 300, or alternatively, with standard take-off minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER. ATC climb of 500′ per NM to 518.

PORTT TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 22L/22R: Climb heading 219° to 518, then left turn direct BAGGA, then via depicted route to PORTT, Thence . . . .

. . . . via assigned transition, or expect vectors to assigned departure fix, maintain 5000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

BIGGY TRANSITION (PORTT2.BIGGY):
ELIOT TRANSITION (PORTT2.ELIOT):
LANNA TRANSITION (PORTT2.LANNA):
PARKE TRANSITION (PORTT2.PARKE):

TAKEOFF OBSTACLE NOTES:
Rwy 22L: Pole 8′ from DER, 261′ left of centerline, 7′ AGL/16′ MSL.
Rwy 22R: Light and multiple trees beginning 1829′ from DER, 307′ right of centerline, up to 55′ AGL/69′ MSL.
Building 1.4 NM from DER, 1872′ left of centerline, 200′ AGL/227′ MSL.

NE-2, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 4L

NEWARK LIBERTY INTL (EWR)

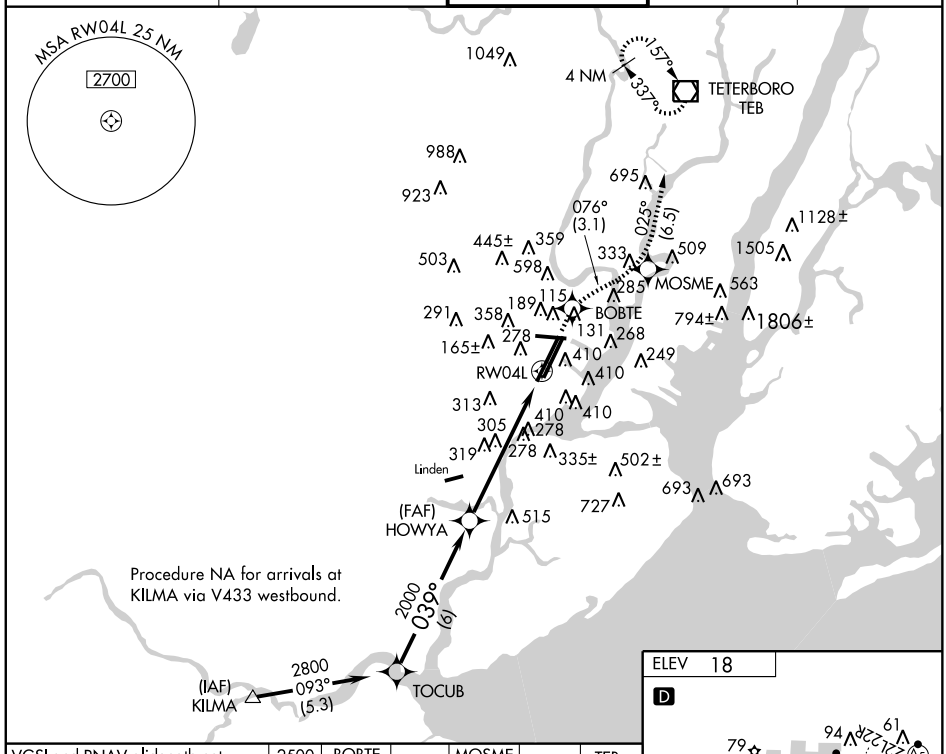
WAAS CH 56224 W04A	APP CRS 039°	Rwy Idg 8457 TDZE 10 Apt Elev 18

DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.

MALSR

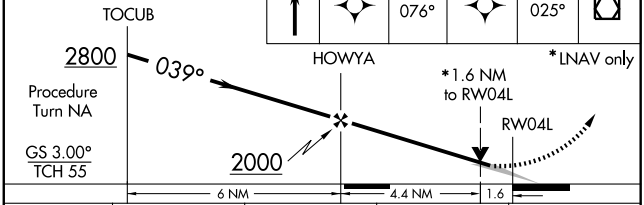
MISSED APPROACH: Climb to 2500 direct BOBTE and via 076° track to MOSME and via 025° track to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85



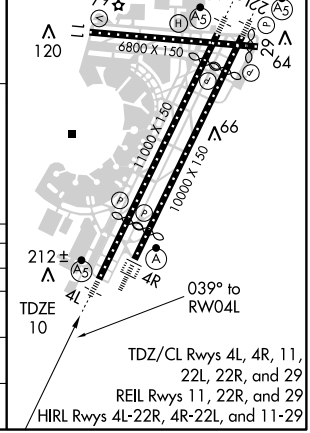
VGSI and RNAV glidepath not coincident.

2500	BOBTE	trk 076°	MOSME	trk 025°	TEB



*LNAV only

CATEGORY	A	B	C	D
LPV DA	334/24 324 (400-½)			
LNAV/VNAV DA	NA			
LNAV MDA	580/24 570 (600-½)		580/50 570 (600-1)	580/60 570 (600-1¼)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)



NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6800
108°	TDZE	18
	Apt Elev	18

RNAV (GPS) RWY 11

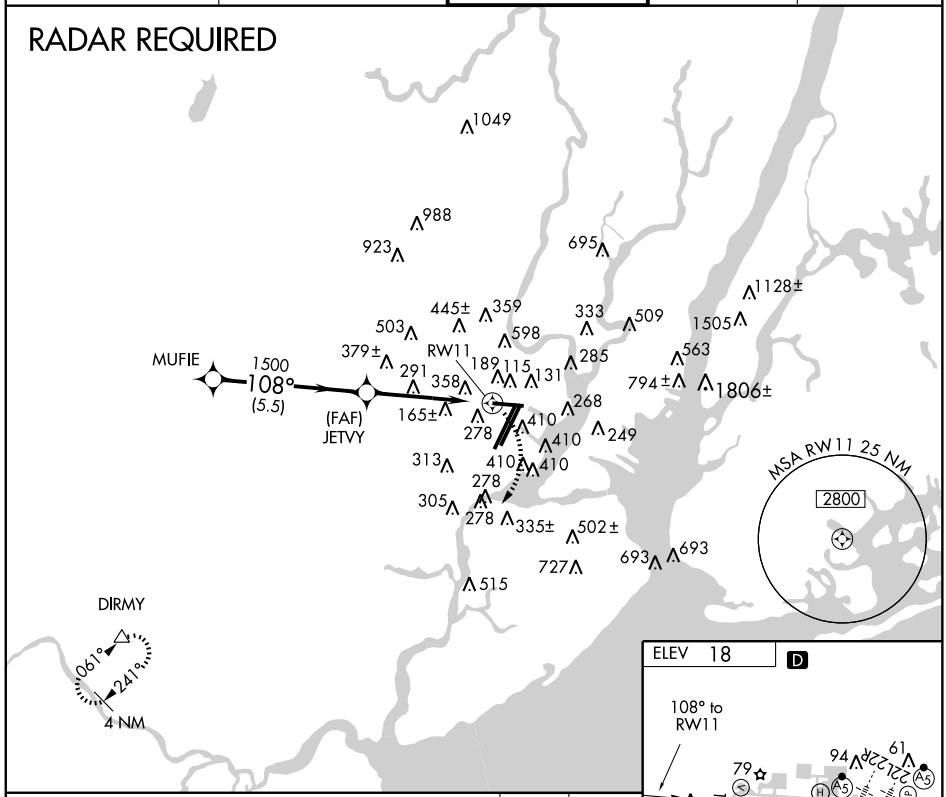
NEWARK LIBERTY INTL (EWR)

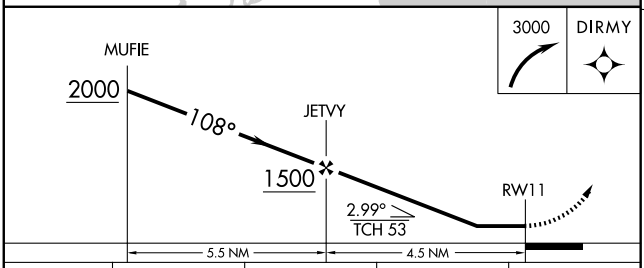
DME/DME RNP-0.3 NA.

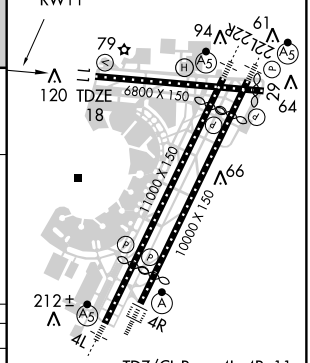
MISSED APPROACH: Climbing right turn to 3000 direct DIRMY WP and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED







TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

CATEGORY	A	B	C	D
LNAV MDA	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	620-2 602 (700-2)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

NE-2. 03 JUN 2010 to 01 JUL 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

10042

RNAV (GPS) RWY 22R

NEWARK LIBERTY INTL (EWR)

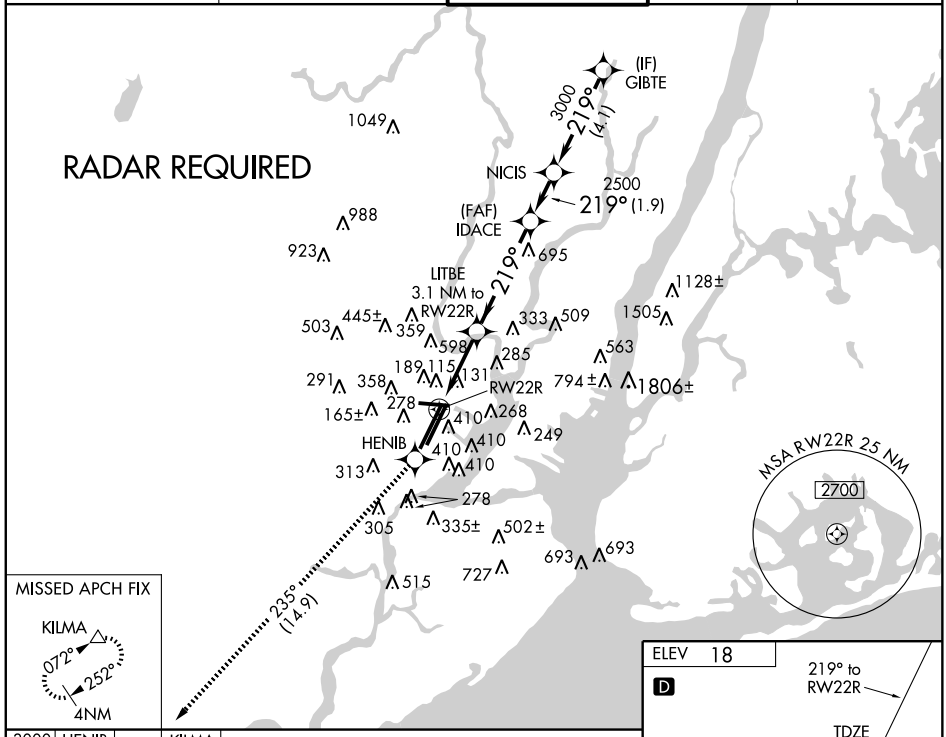
WAAS CH 77524 W22B	APP CRS 219°	Rwy Idg 9560 TDZE 10 Apt Elev 18

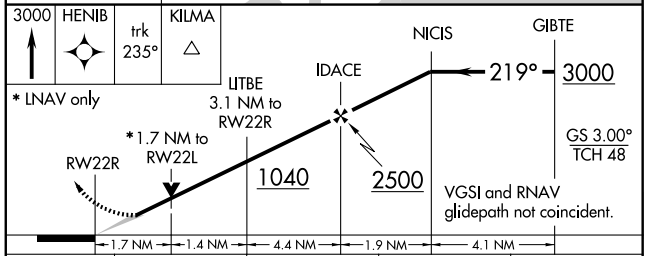
DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.

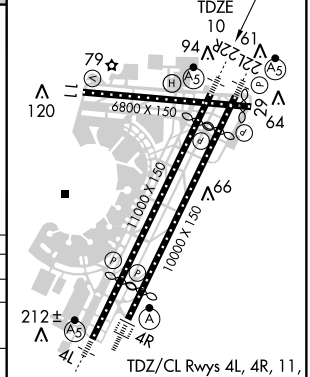
MALSR

MISSED APPROACH: Climb to 3000 direct HENIB and via 235° track to KILMA and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85







CATEGORY	A	B	C	D
LPV DA	361/40 351 (400-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	620/24 610 (700-½)		620/60 610 (700-1¼)	620-1½ 610 (700-1½)
CIRCLING	720-1¼ 702 (800-1¼)		720-2 702 (800-2)	900-3 882 (900-3)

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8810
CH 60924	039°	TDZE	11
W04B		Apt Elev	18

RNAV (GPS) Y RWY 4R

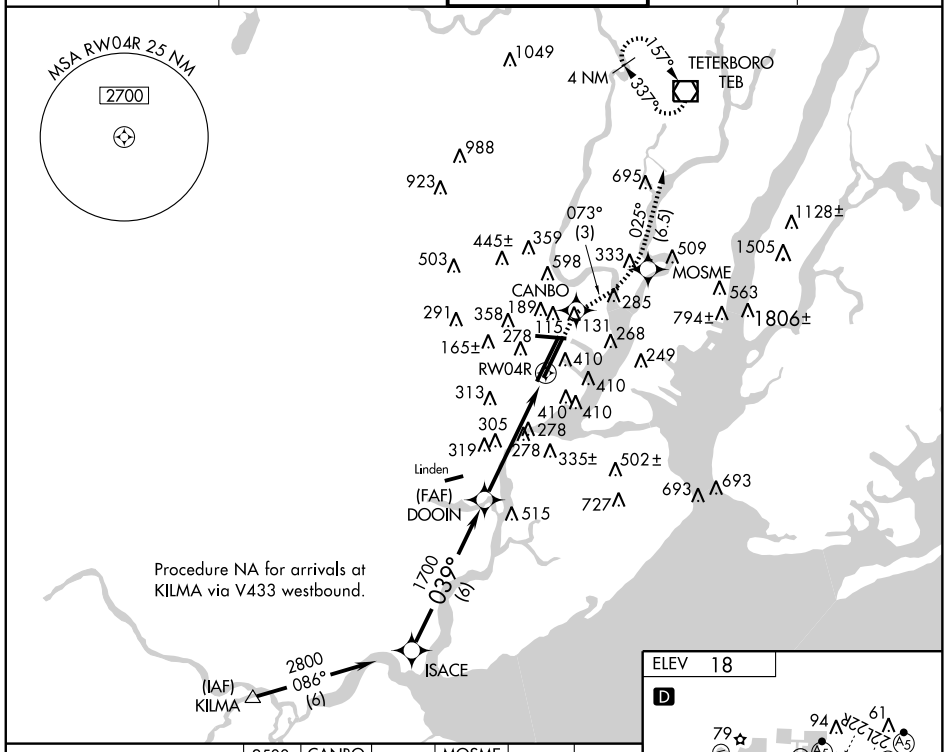
NEWARK LIBERTY INTL (EWR)

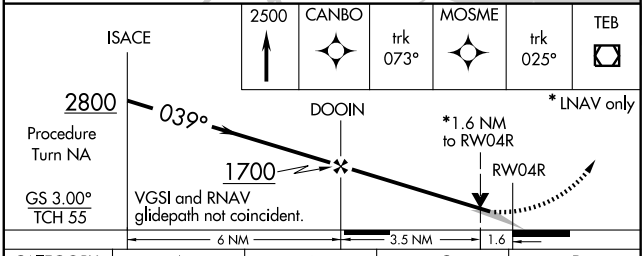
DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.

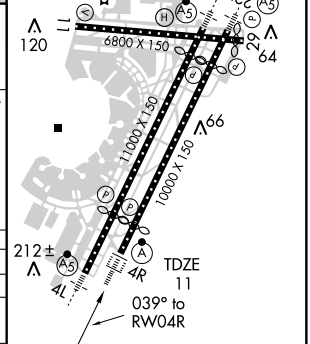
ALSF-2

MISSED APPROACH: Climb to 2500 direct CANBO and via 073° track to MOSME and via 025° track to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85







TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

CATEGORY	A	B	C	D
LPV DA	357/40 346 (400-¾)			
LNAV/ VNAV DA	NA			
LNAV MDA	580/24 569 (600-½)		580/50 569 (600-1)	580/60 569 (600-1¼)
CIRCLING	720-1¼ 702 (800-1¼)		720-2 702 (800-2)	900-3 882 (900-3)

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8206
CH 70324	219°	TDZE	10
W22A		Apt Elev	18

RNAV (GPS) Z RWY 22L

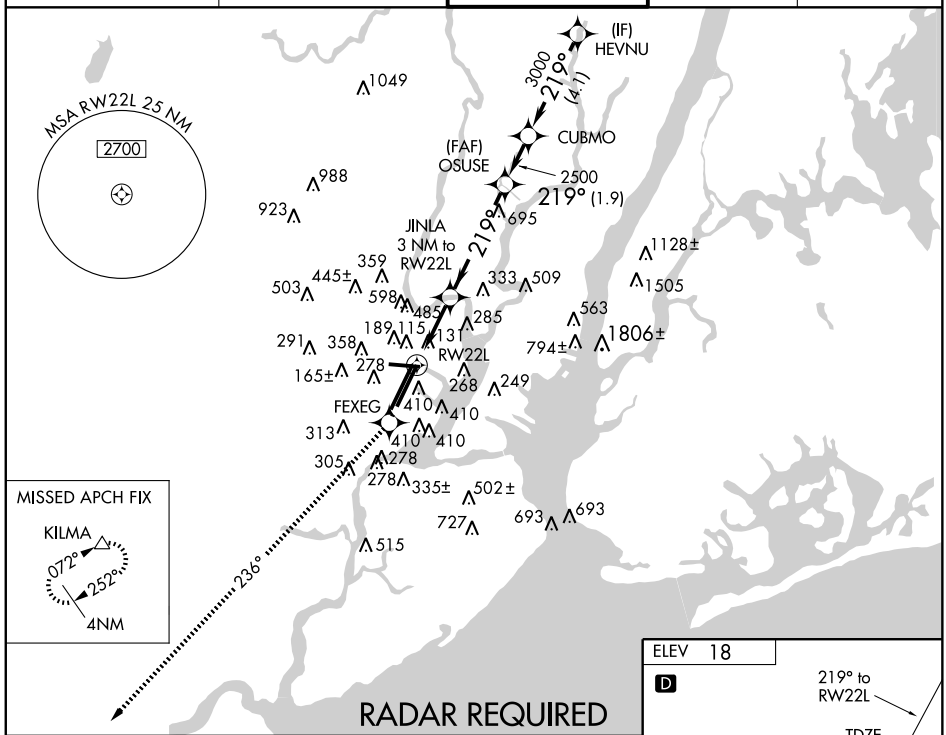
NEWARK LIBERTY INTL (EWR)

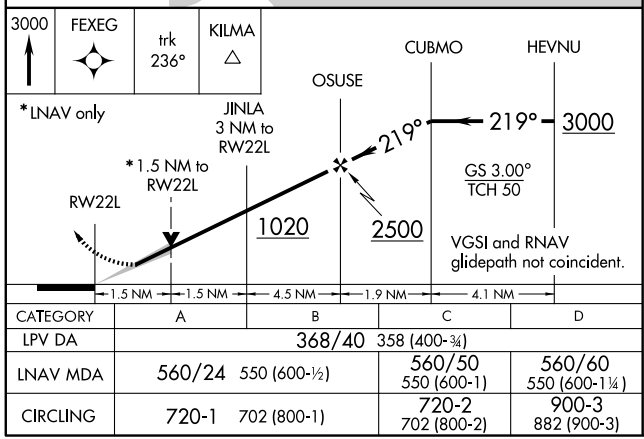
DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.

MALSR

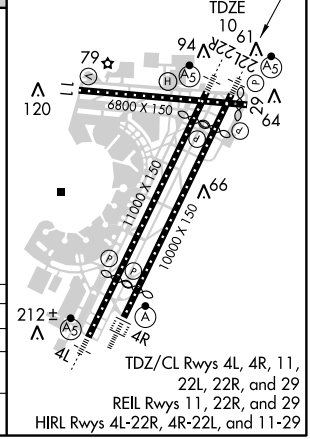
MISSED APPROACH: Climb to 3000 direct FEXEG and via 236° track to KILMA and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
LPV DA		368/40 358 (400-¾)		
LNAV MDA	560/24 550 (600-½)		560/50 550 (600-1)	560/60 550 (600-1¼)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)



NE-2. 03 JUN 2010 to 01 JUL 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

RNAV (RNP) Y RWY 22L

NEWARK LIBERTY INTL (EWR)

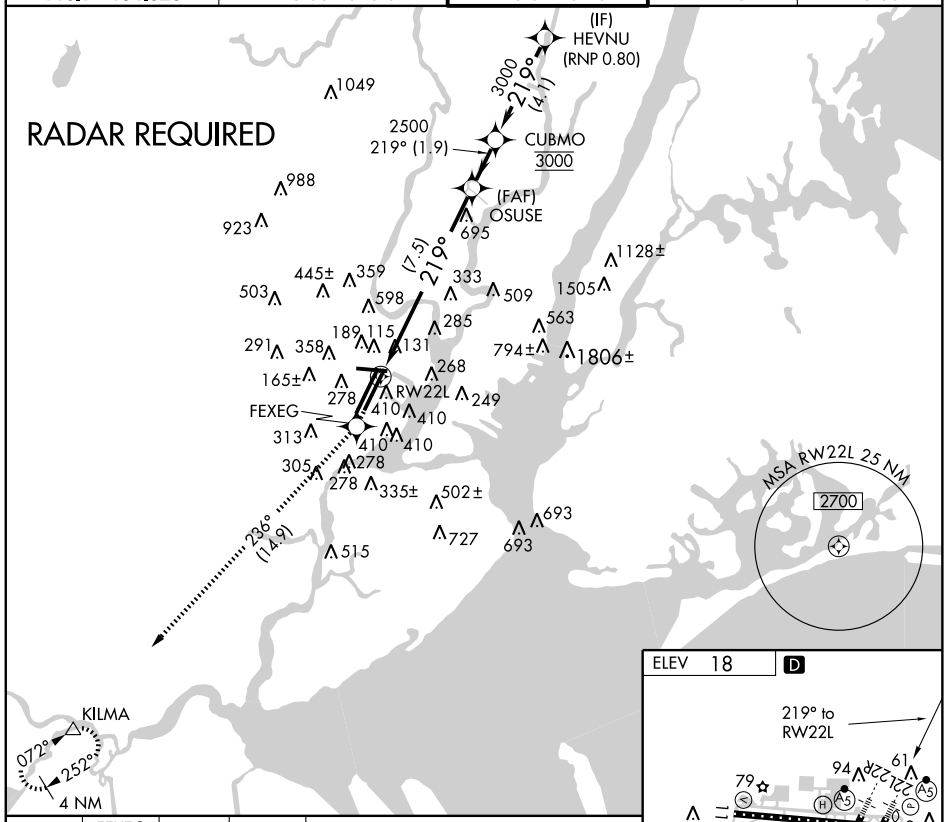
APP CRS	Rwy Idg	8206
219°	TDZE	10
	Apt Elev	18

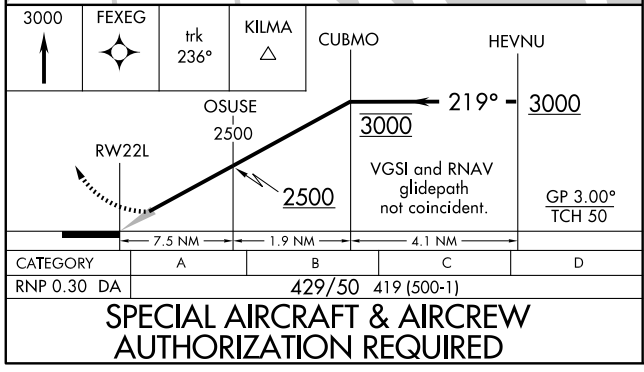
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (26°F) or above 49°C (120°F). For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½.

MALSR

MISSED APPROACH: Climb to 3000 direct FEXEG, and via track 236° to KILMA and hold. When authorized by ATC, climb-in-hold to 4000.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

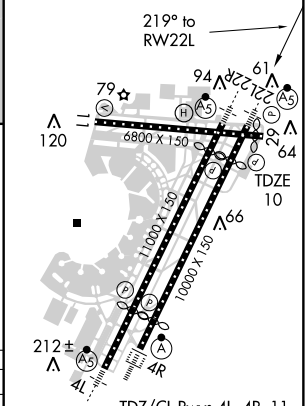




CATEGORY	A	B	C	D
RNP 0.30 DA	429/50	419 (500-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 18 D



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6502
288°	TDZE	10
	Apt Elev	18

RNAV (RNP) Y RWY 29

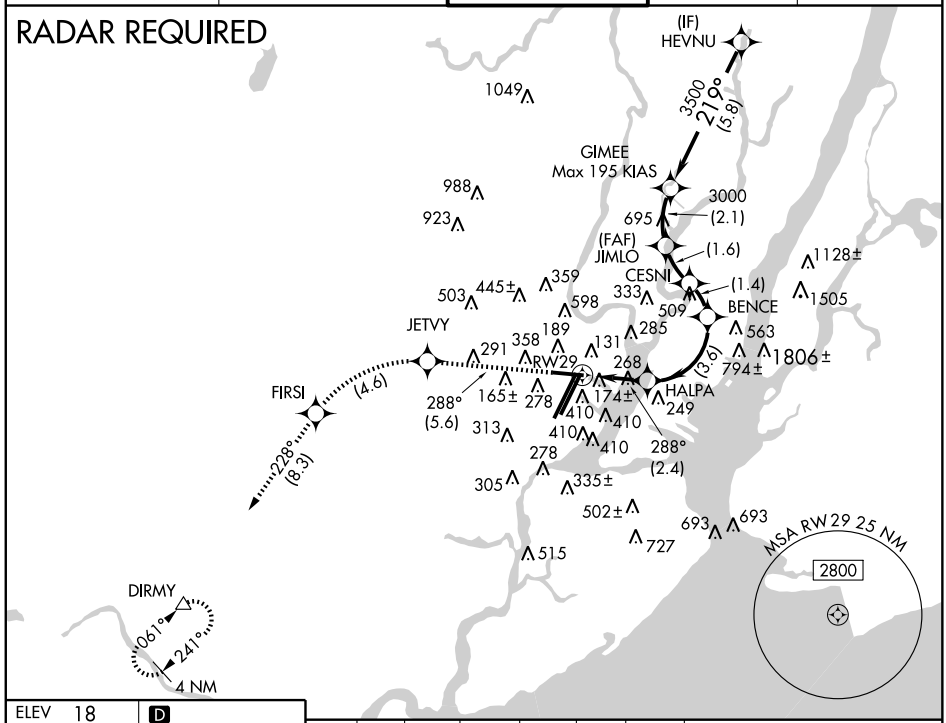
NEWARK LIBERTY INTL (EWR)

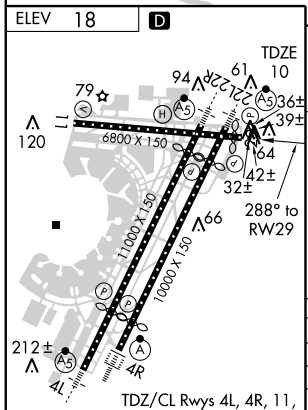
RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 49°C (120°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.
* Missed approach requires minimum climb of 340 feet per NM to 800.

MISSED APPROACH: Climb to 3000 via track 288° to JETVY, and via left turn to FIRSI, and via track 228° to DIRMY and hold.

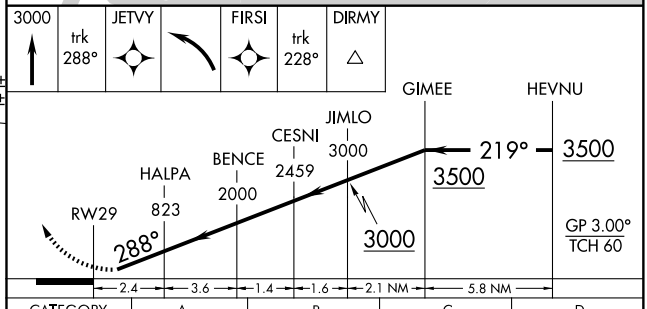
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED





TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



CATEGORY	A	B	C	D
RNP 0.16 DA		413-1¼	403 (400-1¼)	
*RNP 0.30 DA		485-1½	475 (500-1½)	
RNP 0.30 DA		565-2	555 (600-2)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-2, 03 JUN 2010 to 01 JUL 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

RNAV (RNP) Z RWY 4R

NEWARK LIBERTY INTL (EWR)

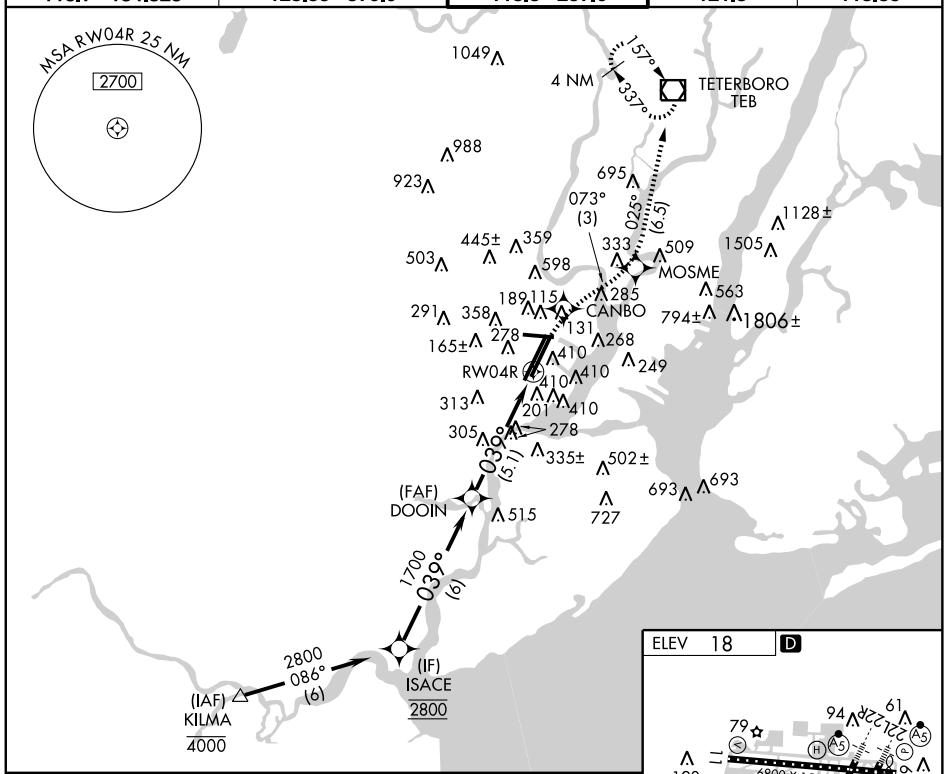
APP CRS	Rwy Idg	8810
039°	TDZE	11
	Apt Elev	18

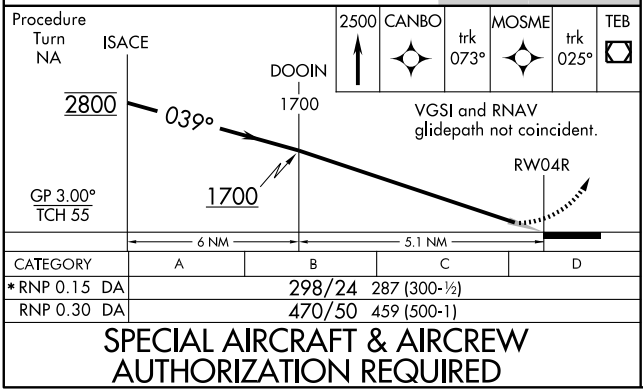
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (27°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.15 visibility to RVR 5000 all Cats and RNP 0.30 visibility to 1½ all Cats.
* Missed approach requires minimum climb of 317 feet per NM to 700.

ALSF-2

MISSED APPROACH: Climb to 2500 direct CANBO, then via track 073° to MOSME, then via track 025° to TEB VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

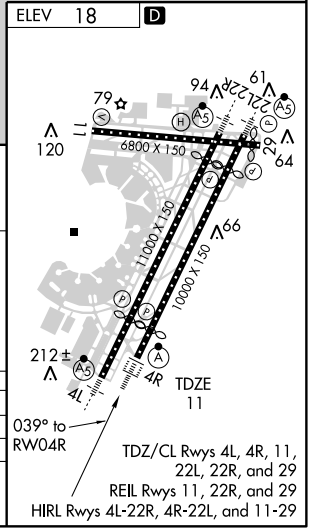
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
* RNP 0.15 DA	298/24	287 (300-½)		
RNP 0.30 DA	470/50	459 (500-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NE-2, 03 JUN 2010 to 01 JUL 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

RNAV (RNP) Z RWY 29

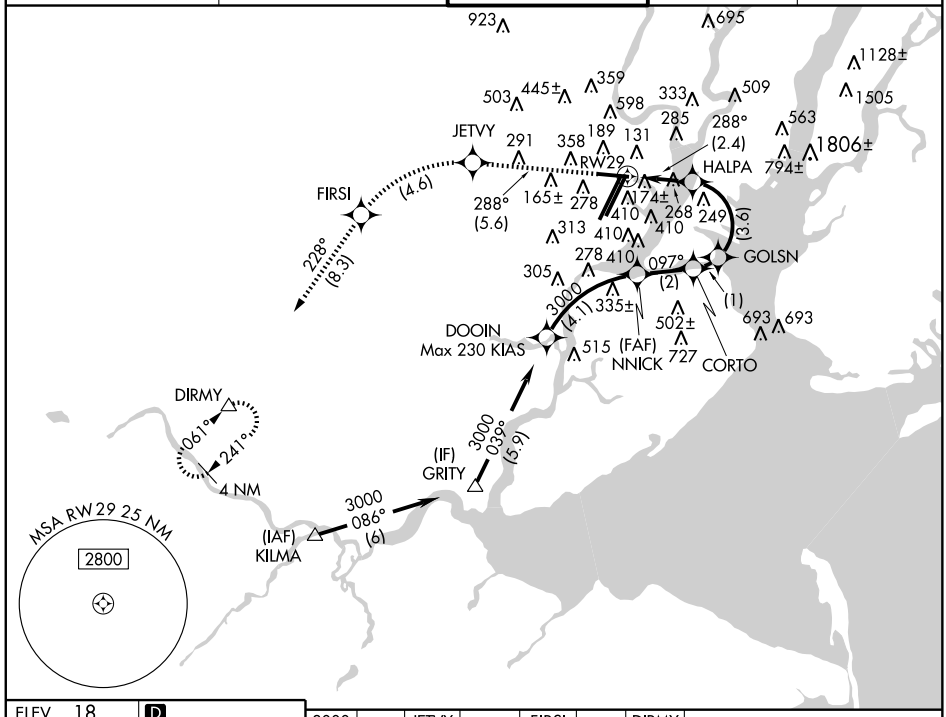
NEWARK LIBERTY INTL (EWR)

APP CRS	Rwy Idg	6502
288°	TDZE	10
	Apt Elev	18

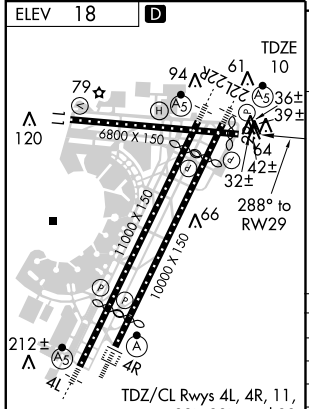
RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.
* Missed approach requires minimum climb of 340 feet per NM to 800.

MISSED APPROACH: Climb to 3000 via track 288° to JETVY, and via left turn to FIRSI, and via track 228° to DIRMY and hold.

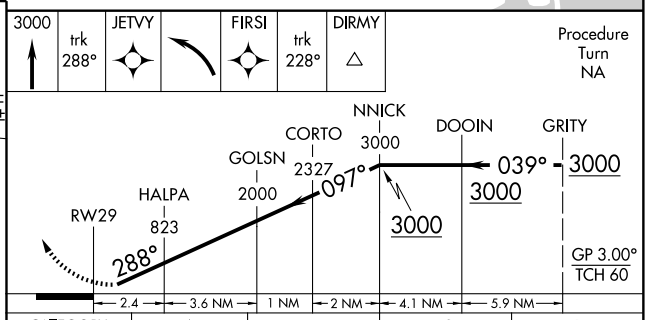
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85



ELEV 18 D



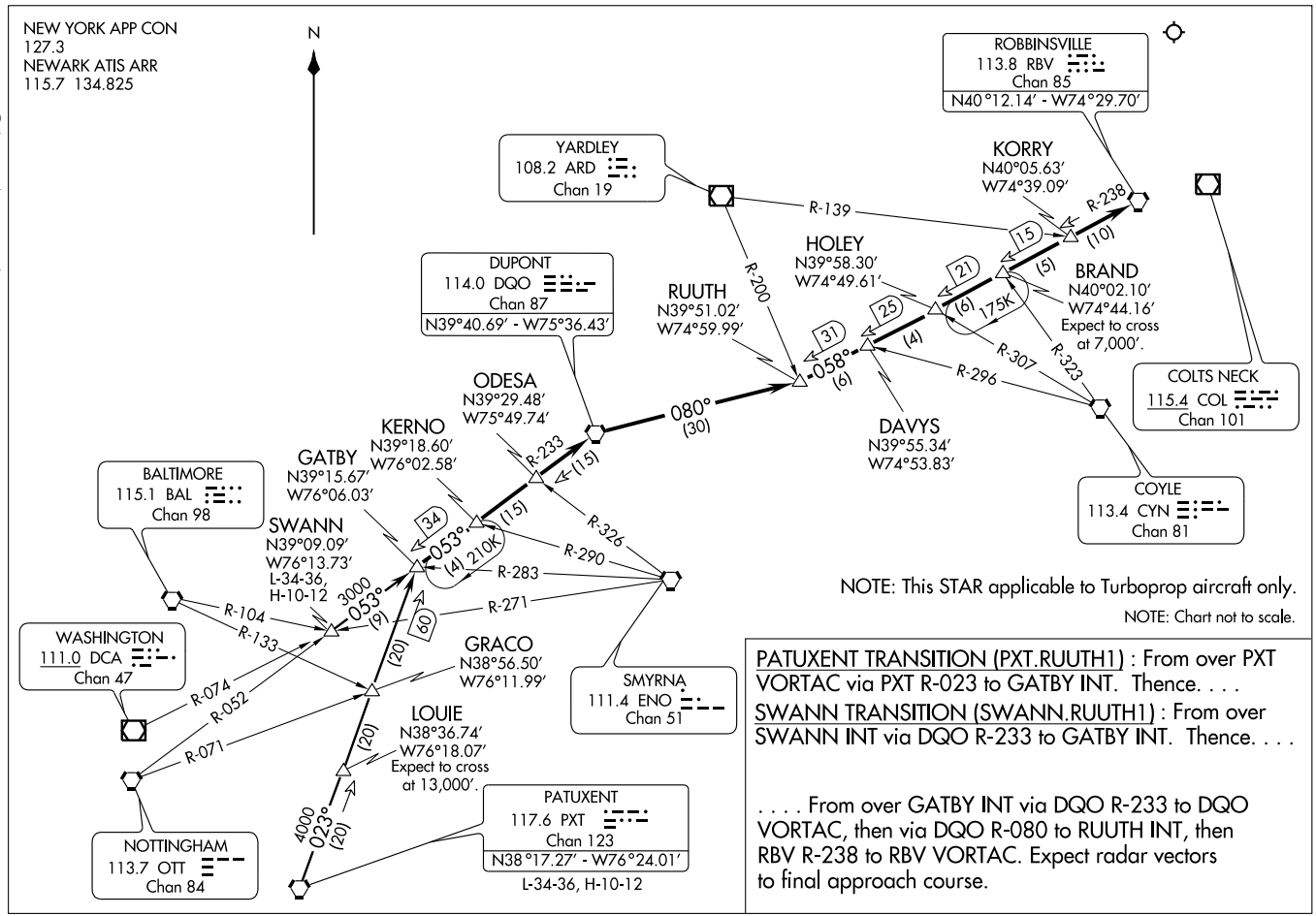
TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



CATEGORY	A	B	C	D
RNP 0.16 DA	413-1¼	403 (400-1¼)		NA
*RNP 0.30 DA	485-1½	475 (500-1½)		NA
RNP 0.30 DA	565-2	555 (600-2)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-2, 03 JUN 2010 to 01 JUL 2010



NOTE: This STAR applicable to Turboprop aircraft only.

NOTE: Chart not to scale.

PATUXENT TRANSITION (PXT.RUUTH1) : From over PXT VORTAC via PXT R-023 to GATBY INT. Thence. . . .

SWANN TRANSITION (SWANN.RUUTH1) : From over SWANN INT via DQO R-233 to GATBY INT. Thence. . . .

. . . . From over GATBY INT via DQO R-233 to DQO VORTAC, then via DQO R-080 to RUUTH INT, then RBV R-238 to RBV VORTAC. Expect radar vectors to final approach course.

(GATBY.RUUTH1) 09351
RUUTH ONE ARRIVAL

ST-285 (FAA)

NEWARK LIBERTY INTL
NEWARK, NEW JERSEY

SHAFF SIX ARRIVAL

NEWARK LIBERTY INTL
NEWARK, NEW JERSEY

ST-285 (FAA)

NEW YORK APP CON
120.15 379.9
NEWARK ATIS
115.7 134.825
BOSTON CENTER
126.47 388.8
134.3 256.9

SYRACUSE
117.0 SYR
Chan 117

ROCKDALE
112.6 RKA
Chan 73

ALBANY
115.3 ALB
Chan 100
N42°44.84′-W73°48.19′
L-32-33-34, H-10-11-12

BARNES
113.0 BAF
Chan 77
N42°09.72′-W72°42.97′
L-33-34, H-10-11-12

ROCHESTER
110.0 ROC
Chan 37

GENESEO
108.2 GEE
Chan 19
N42°50.06′
W77°43.97′
L-31-32
H-10-11-12

HANCOCK
116.8 HNK
Chan 115
N42°03.78′ - W75°18.98′
L-30-33, H-10-11-12

DE LANCEY
112.1 DNY
Chan 58

PAWLING
114.3 PWL
Chan 90

BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
L-33-34, H-10-11-12

HUGUENOT
116.1 HUO
Chan 108

KINGSTON
117.6 IGN
Chan 123
N41° 39.93′-W73°49.34′

SPARTA
115.7 SAX
Chan 104
N41°04.05′
W74°32.30′

EXTOL
N42°39.46′
W76°37.10′

KODEY
N42°16.79′
W75°47.07′

ACOVE
N42°14.09′
W74°01.91′

TALCO
N42° 03.77′
W74°06.46′

BOWAN
N42°06.39′
W73°31.48′

WEETS
N41°51.45′
W74°11.86′

WIGAN
N42°05.11′
W73°48.90′

HELON
N41°40.05′
W74°16.83′

FLOSI
N41°32.61′
W74°20.05′

CRANK
N41° 25.00′
W74°23.33′

SHAFF
N41°17.38′
W74°26.60′

N

R-132 R-222 R-256 R-313 R-096 R-107 R-130 R-175 R-194 R-320 R-293 R-013 R-282 R-084 R-098 R-148 R-029

11000 111° (50)
6000 133° (43)
128° (52)
10000 *5500 211° (32)
10000 *5200 279° (36)
8000 *4000 209° (12)
6000 209° (8)
6000 266° (53)
265° (24)
4000 *3200 (8)
4000 *3200 209° (14)

68 43 (11) (13) (13) 56 (13) 38 30 22

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.SHAFF6): From over ALB VORTAC via ALB R-211 to WEETS INT, then via SAX R-029 to FLOSI INT. Thence. . . .

BARNES TRANSITION (BAF.SHAFF6): From over BAF VORTAC via BAF R-279 to TALCO INT, then via ALB R-211 to WEETS INT, then via SAX R-029 to FLOSI INT. Thence. . . .

BRADLEY TRANSITION (BDL.SHAFF6): From over BDL VORTAC via BDL R-266 and IGN R-084 to IGN VOR/DME, then via IGN R-265 to FLOSI INT. Thence. . . .

GENESEO TRANSITION (GEE.SHAFF6): From over GEE VOR/DME via GEE R-111 to EXTOL INT, then via HNK R-313 to HNK VOR/DME, then via HNK R-128 to HELON INT, then via SAX R-029 to FLOSI INT. Thence. . . .

HANCOCK TRANSITION (HNK.SHAFF6): From over HNK VOR/DME via HNK HNK R-128 to HELON INT, then via SAX R-029 to FLOSI INT. Thence. . . .

. . . . From over FLOSI INT via SAX R-029 to CRANK INT, then to SHAFF INT, then to SAX VORTAC (MEA 4000, MOCA 3200). Expect radar vectors to final approach course.

USE CAUTION: Glider activity between HELON and CRANK intersections.

NOTE: This STAR applicable to turbojet aircraft only.

NOTE: Expect to cross HNK VOR/DME at or below FL180. Expect to cross 25 NM north of SAX VORTAC at or below 8000 feet, decending to 7000 feet.

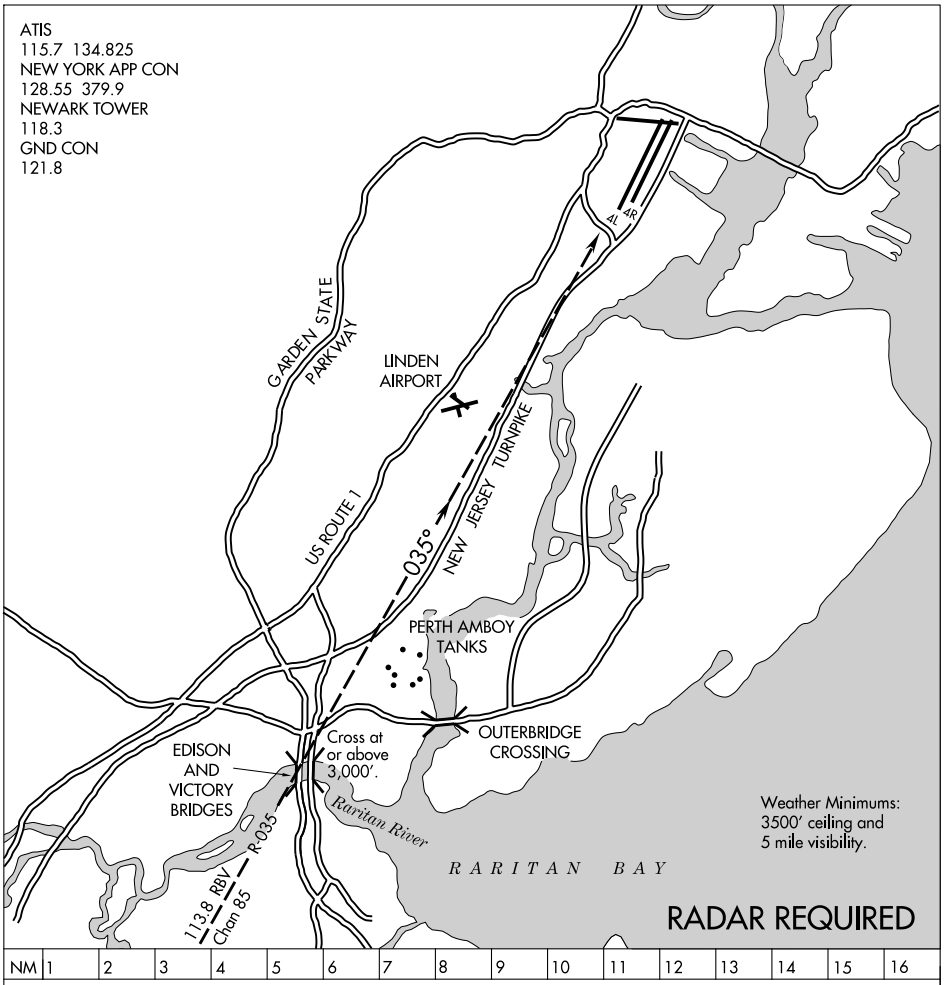
NOTE: Aircraft arriving from points east file BDL Transition, BAF transition to be assigned by ATC. Expect to cross 10 NM east of BDL VORTAC at 16,000. Expect to cross BAF VORTAC at 16,000 via BAF transition.

NEWARK LIBERTY INTL

NOTE: Chart not to scale.

TURNPIKE VISUAL RUNWAY 4L/4R

NEWARK LIBERTY INTL (EWR)
AL-285 (FAA)
NEWARK, NEW JERSEY



TURNPIKE VISUAL RUNWAY 4L/4R

Expect radar vectors to intercept the RBV R-035. While established on RBV R-035, cross intersection of Raritan River and Edison and Victory bridges at 3,000 feet or above, remain on RBV R-035 west of Perth Amboy tanks until crossing New Jersey Turnpike. Continue on west side of New Jersey Turnpike past Linden Airport (recommended altitude 1,500 feet or above).

NEWARK, NEW JERSEY

AL-285 (FAA)

VOR/DME TEB	APP CRS		22L	22R
108.4	218°	Rwy ldg	8206	9560
Chan 21		TDZE	11	11
		Apt Elev	18	18

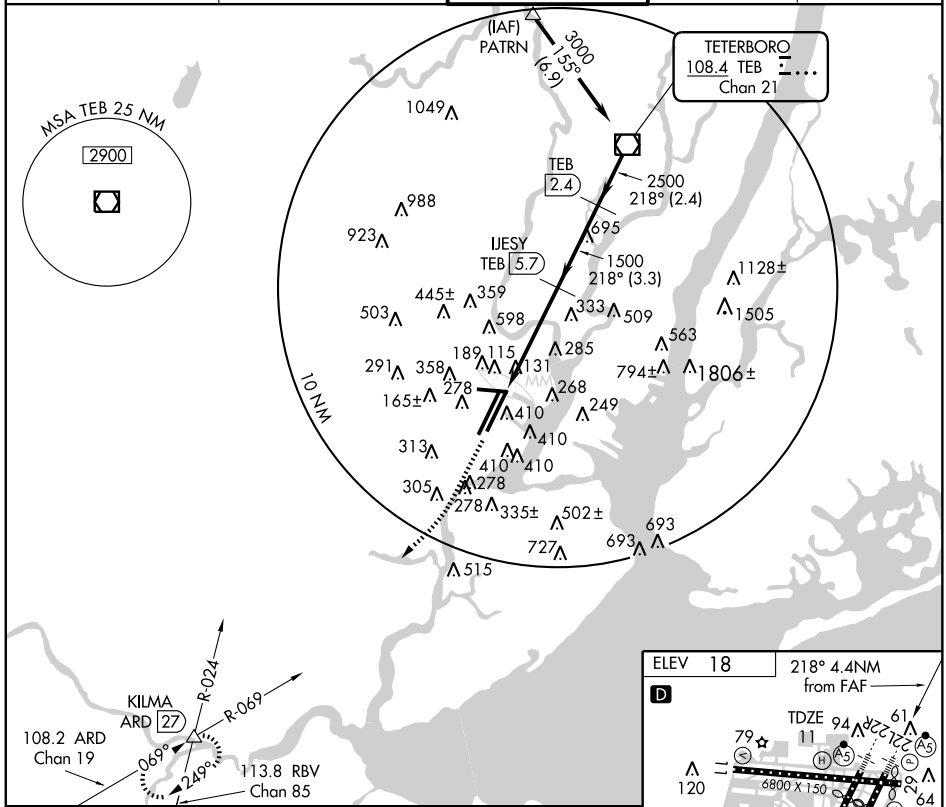
VOR/DME RWY 22L

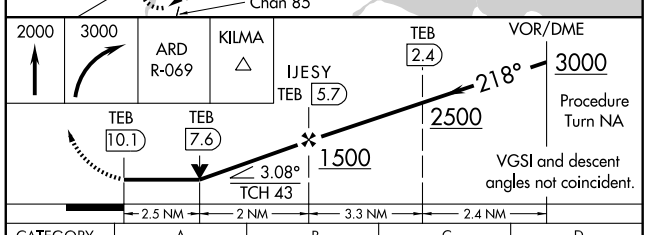
NEWARK LIBERTY INTL (EWR)

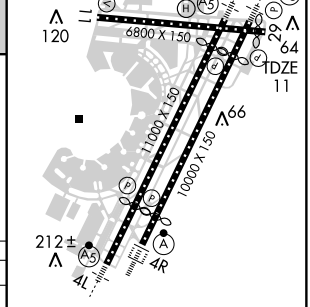
22L MALSR	22R MALSR
A5	A5

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85







CATEGORY	A	B	C	D
S-22L	840/40 829 (900-¾)		840-2 829 (900-2)	840-2¼ 829 (900-2¼)
SIDESTEP RWY 22R	860/50 849 (900-1)		860-2 849 (900-2)	860-2¼ 849 (900-2¼)
CIRCLING	840-1 822 (900-1)	840-1¼ 822 (900-1¼)	840-2½ 822 (900-2½)	900-3 882 (900-3)

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2. 03 JUN 2010 to 01 JUL 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

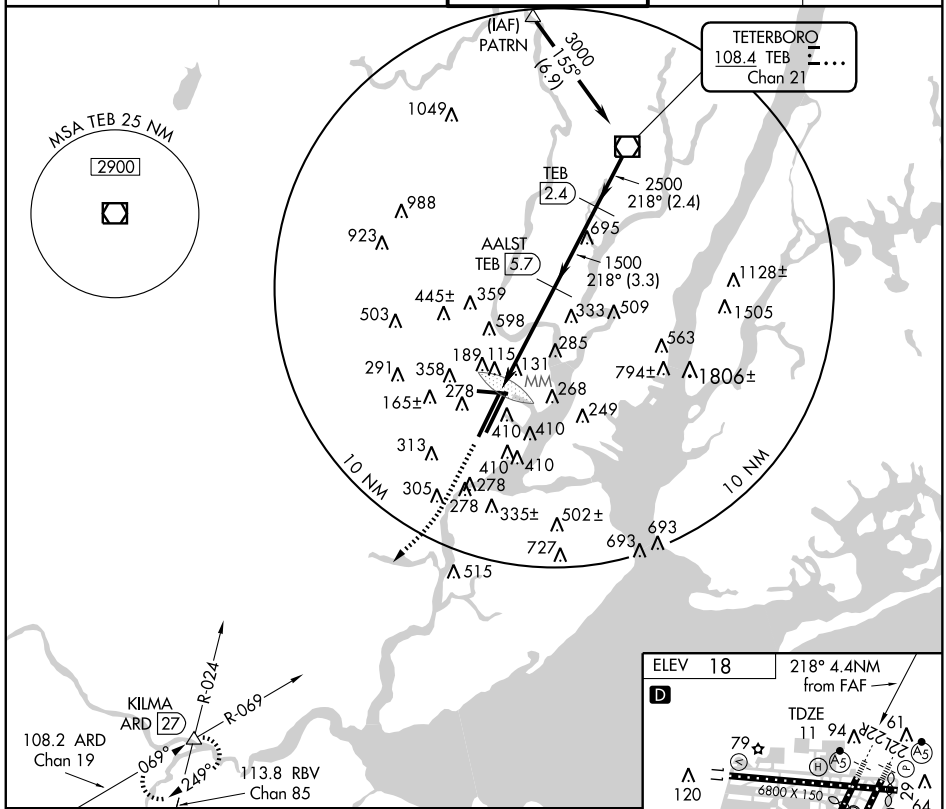
VOR/DME TEB	APP CRS		22R	22L
108.4	218°	Rwy Idg	9560	8206
Chan 21		TDZE	11	11
		Apt Elev	18	18

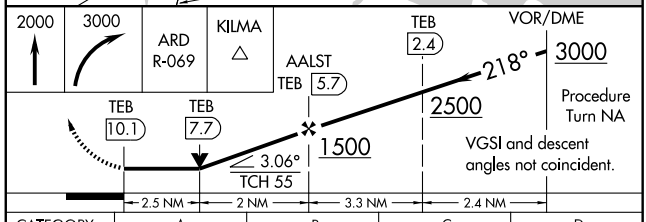
VOR/DME RWY 22R

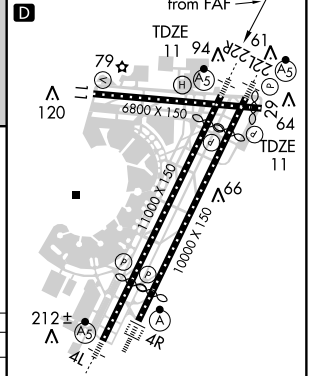
NEWARK LIBERTY INTL (EWR)

22R MALSR	22L MALSR	MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85







CATEGORY	A	B	C	D
S-22R	860/24 849 (900-½)	860/40 849 (900-¾)	860-2 849 (900-2)	860-2¼ 849 (900-2¼)
SIDESTEP RWY 22L	860/50 849 (900-1)		860-2 849 (900-2)	860-2¼ 849 (900-2¼)
CIRCLING	860-1 842 (900-1)	860-1¼ 842 (900-1¼)	860-2½ 842 (900-2½)	900-3 882 (900-3)

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2. 03 JUN 2010 to 01 JUL 2010

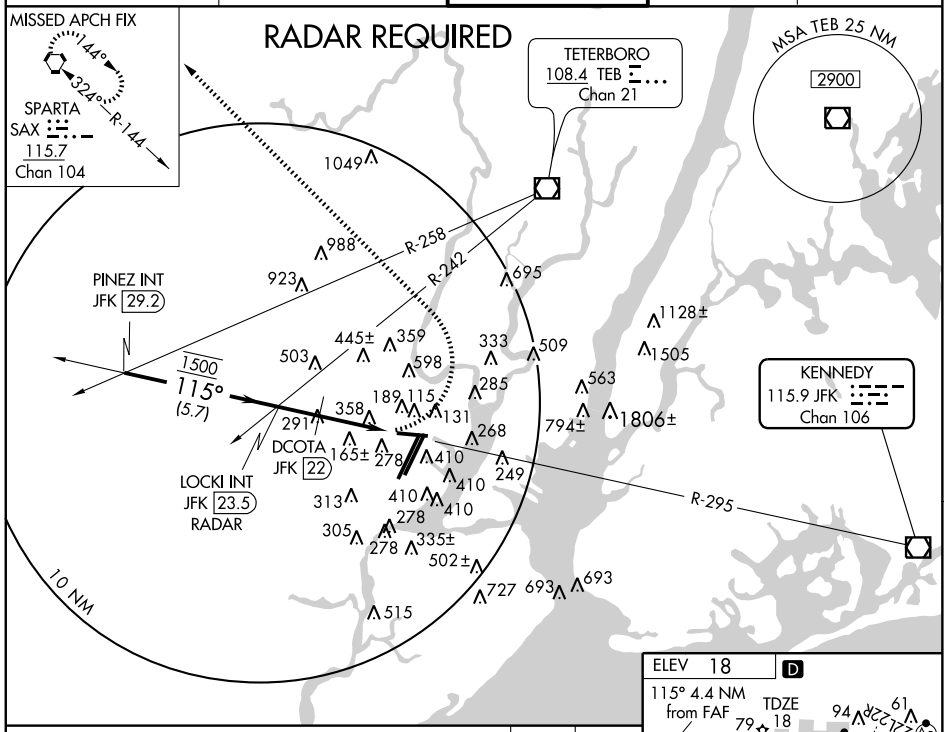
VOR/DME JFK	APP CRS	Rwy Idg 6800
115.9	115°	TDZE 18
Chan 106		Apt Elev 18

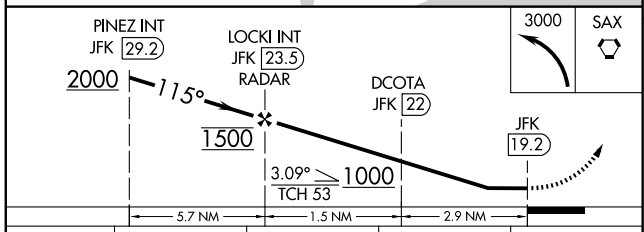
VOR RWY 11

NEWARK LIBERTY INTL (EWR)

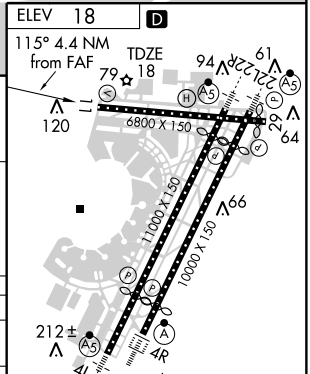
MISSED APPROACH: Climbing left turn to 3000 direct SAX VORTAC and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
S-11	1000-1¼ 982 (1000-1¼)	1000-1½ 982 (1000-1½)	1000-3 982 (1000-3)	
CIRCLING	1000-1¼ 982 (1000-1¼)	1000-1½ 982 (1000-1½)	1000-3 982 (1000-3)	
DCOTA DME MINIMUMS				
S-11	860-1 842 (900-1)	860-1¼ 842 (900-1¼)	860-2½ 842 (900-2½)	860-2¾ 842 (900-2¾)
CIRCLING	860-1 842 (900-1)	860-1¼ 842 (900-1¼)	860-2½ 842 (900-2½)	900-3 882 (900-3)



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R and 29
HIRL Rwys 4L-22R, 4R-22L and 11-29

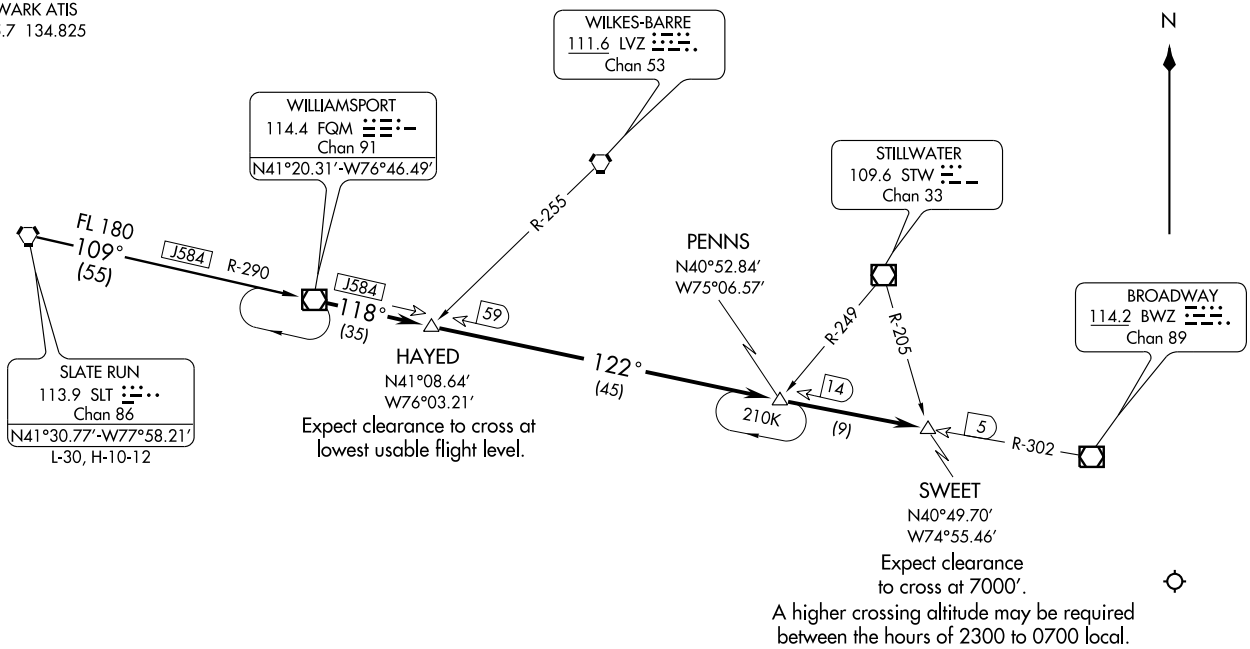
FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 03 JUN 2010 to 01 JUL 2010

WILLIAMSPORT ONE ARRIVAL (FQM.FQM1) 07298

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7 134.825



SLATE RUN TRANSITION (SLT.FQM1)

From over FQM VOR/DME via FQM R-118 to HAYED INT. Then via BWZ R-302 to PENNS INT. Then via BWZ R-302 to SWEET INT. Expect vectors to final approach course.

NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

NEWARK LIBERTY INTL
NEWARK, NEW JERSEY

APP CRS		
060°	Rwy Idg	2977
	TDZE	8
	Apt Elev	8

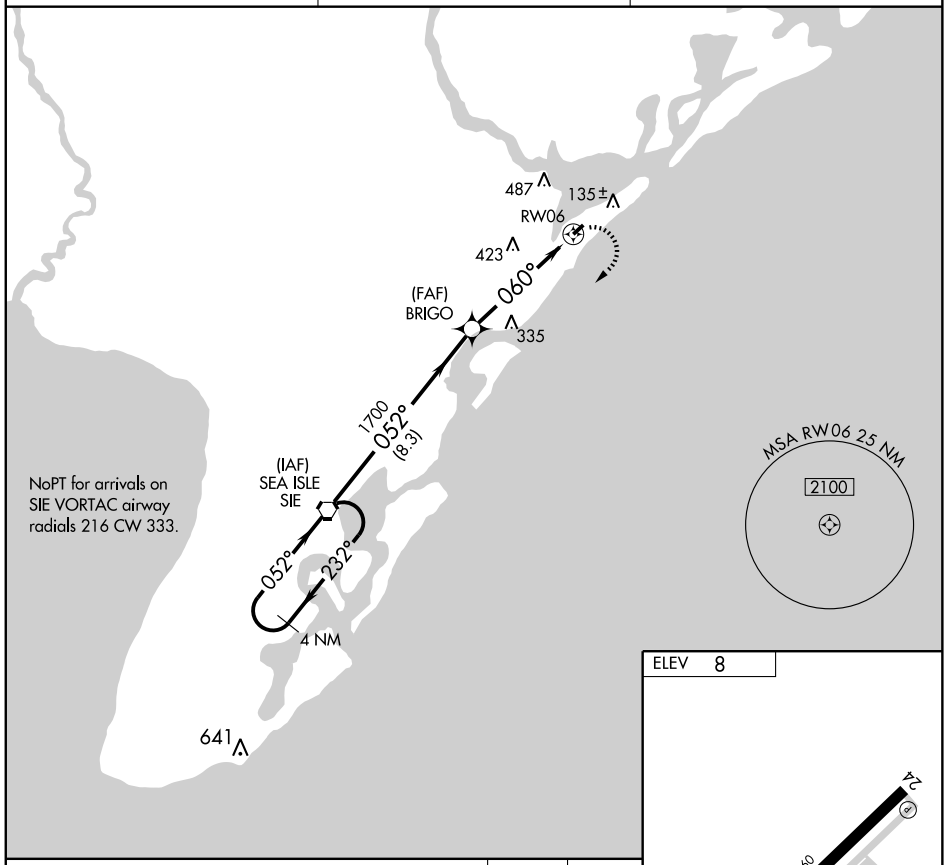
GPS RWY 6
OCEAN CITY MUNI (26N)

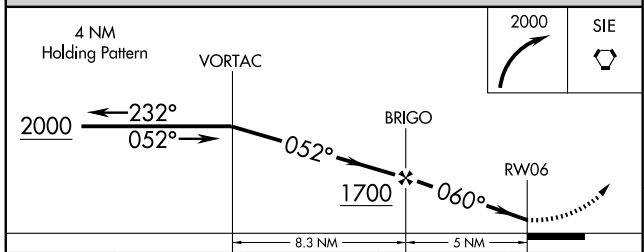
NA

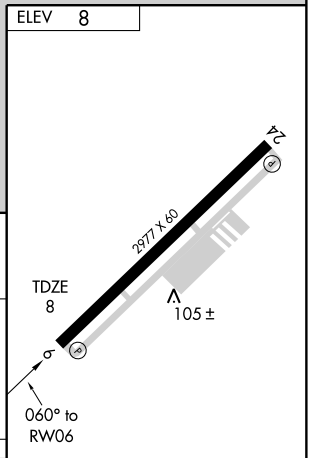
Use Atlantic City Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct SIE VORTAC and hold.

ATLANTIC CITY APP CON	CLNC DEL	UNICOM
124.6 327.125	133.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-6	680-1 672 (700-1)		NA	
CIRCLING	680-1 672 (700-1)		NA	

MIRL Rwy 6-24 L

NE-2. 03 JUN 2010 to 01 JUL 2010

OCEAN CITY, NEW JERSEY

AL-6823 (FAA)

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	145°	TDZE	N/A
Chan 99		Apt Elev	8

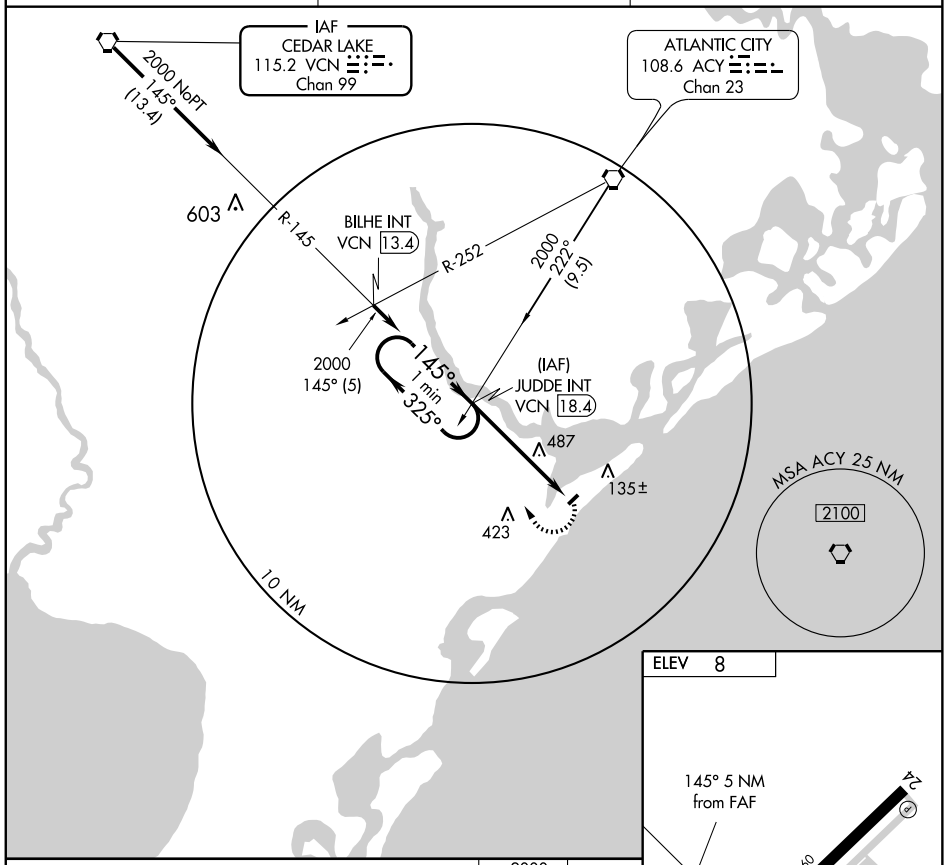
VOR-A

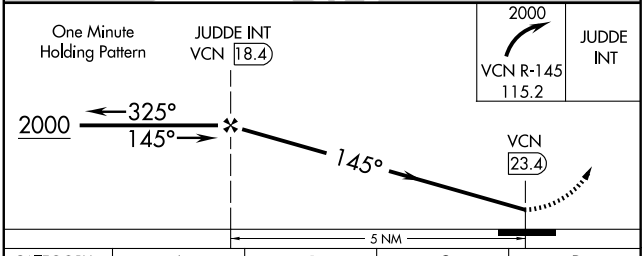
OCEAN CITY MUNI (26N)

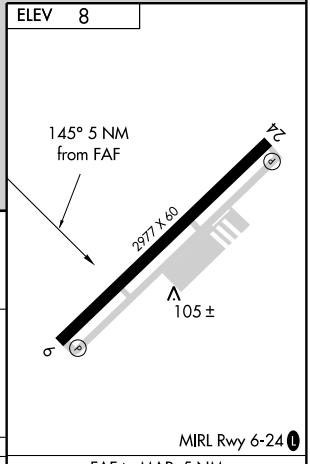
⚠ NA — Use Atlantic City Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via VCN R-145 to JUDDE Int and hold.

ATLANTIC CITY APP CON	CLNC DEL	UNICOM
124.6 327.125	133.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	840-1 832 (900-1)	840-1¼ 832 (900-1¼)	NA	

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2994
057°	TDZE	87
	Apt Elev	87

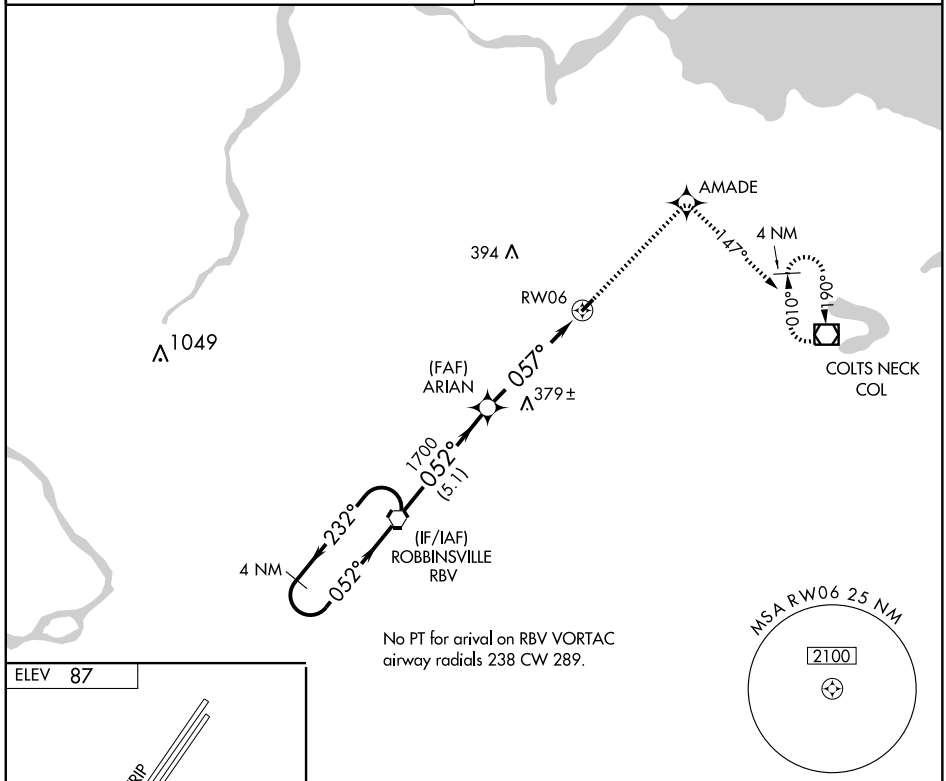
RNAV (GPS) RWY 6
OLD BRIDGE (3N6)

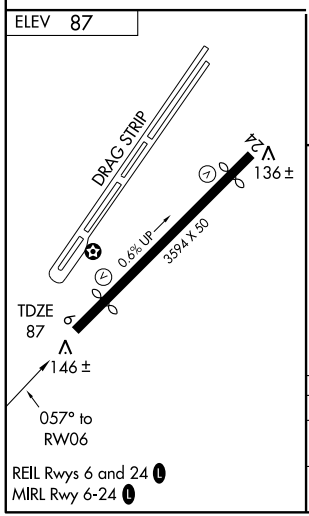
T
NA

Circling NA at night. DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

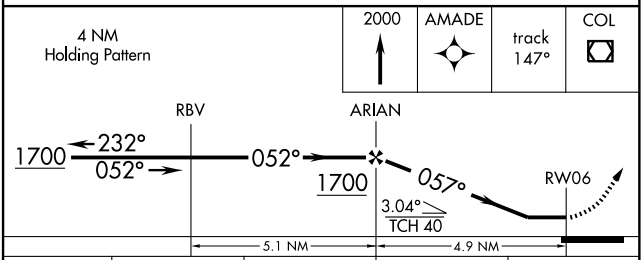
MISSED APPROACH: Climb to 2000 direct AMADE and via track 147° to COL VOR/DME and hold.

MC GUIRE APP CON	UNICOM
124.15 363.8	123.075 (CTAF) L





REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
LNAV MDA	660-1 573 (600-1)		NA	
CIRCLING	660-1 573 (600-1)		NA	

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3194
237°	TDZE	87
	Apt Elev	87

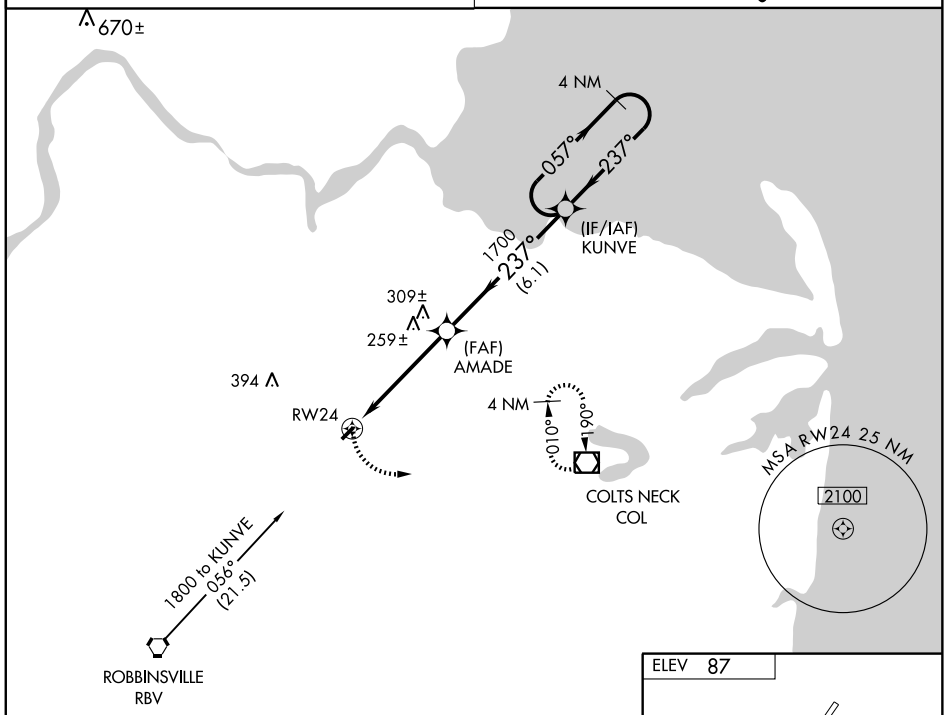
RNAV (GPS) RWY 24
OLD BRIDGE (3N6)

T
NA

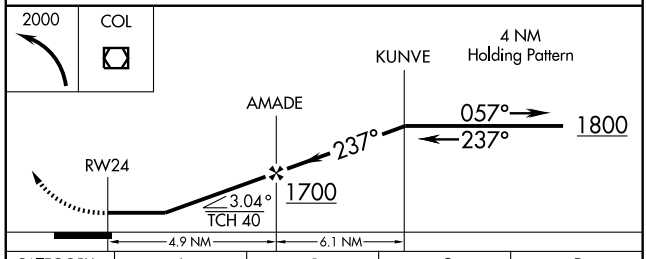
Circling NA at night. DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

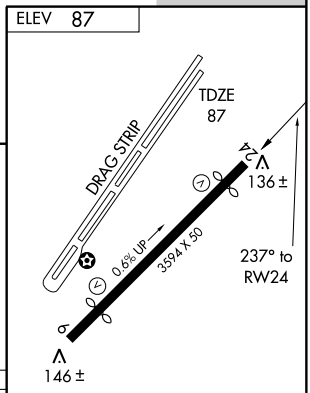
MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

MC GUIRE APP CON	UNICOM
124.15 363.8	123.075 (CTAF) L



Procedure NA for arrivals on RBV VORTAC airway radials 001 CW 054.





CATEGORY	A	B	C	D
LNAV MDA	560-1 473 (500-1)		NA	
CIRCLING	620-1 533 (600-1)	640-1 553 (600-1)	NA	

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-2. 03 JUN 2010 to 01 JUL 2010

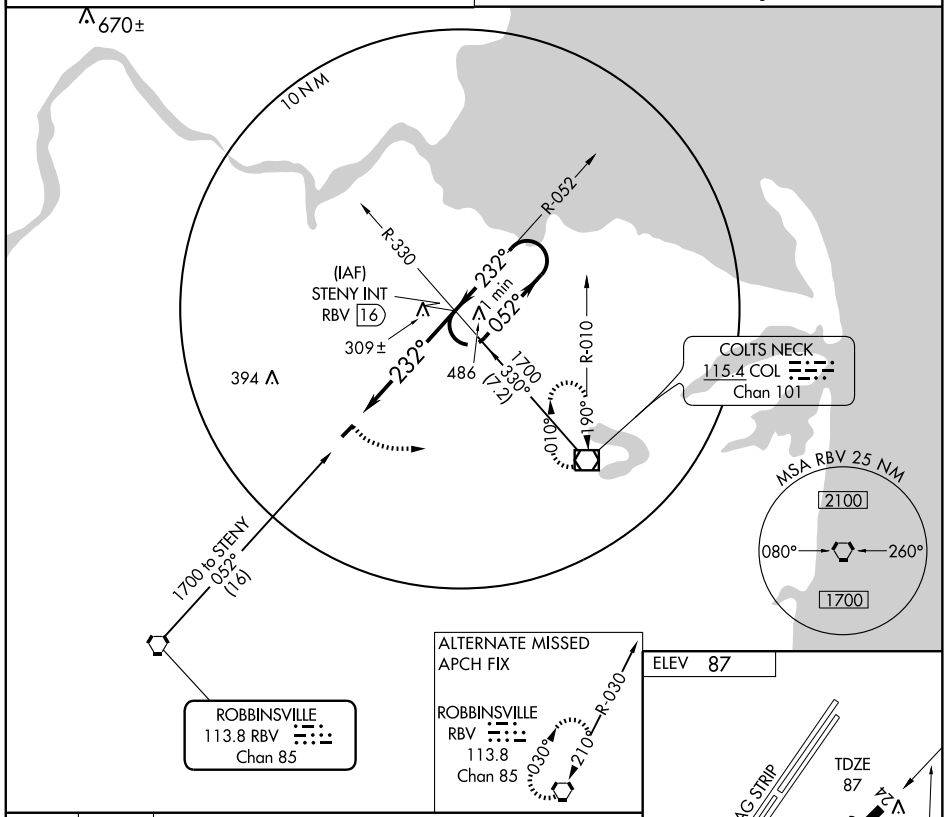
VORTAC RBV 113.8 Chan 85	APP CRS 232°	Rwy Idg 3194 / TDZE 87 / Apt Elev 87

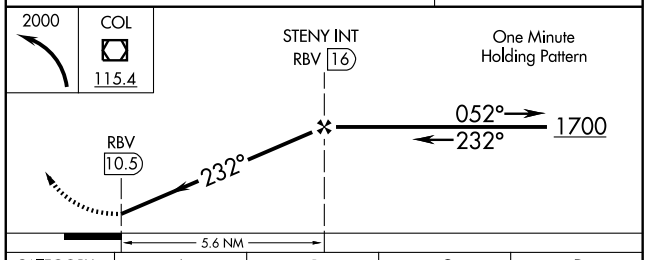
VOR RWY 24
OLD BRIDGE (3N6)

Circling NA at night. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

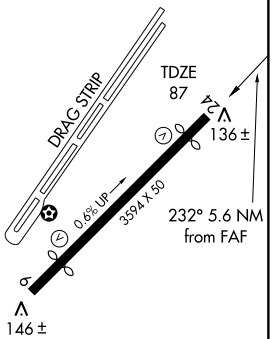
MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

MC GUIRE APP CON	UNICOM
124.15 363.8	123.075 (CTAF) L





ELEV 87



REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-24	600-1 513 (600-1)		NA	
CIRCLING	620-1 533 (600-1)	640-1 553 (600-1)	NA	

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2221
074°	TDZE	39
	Apt Elev	40

RNAV (GPS) RWY 7

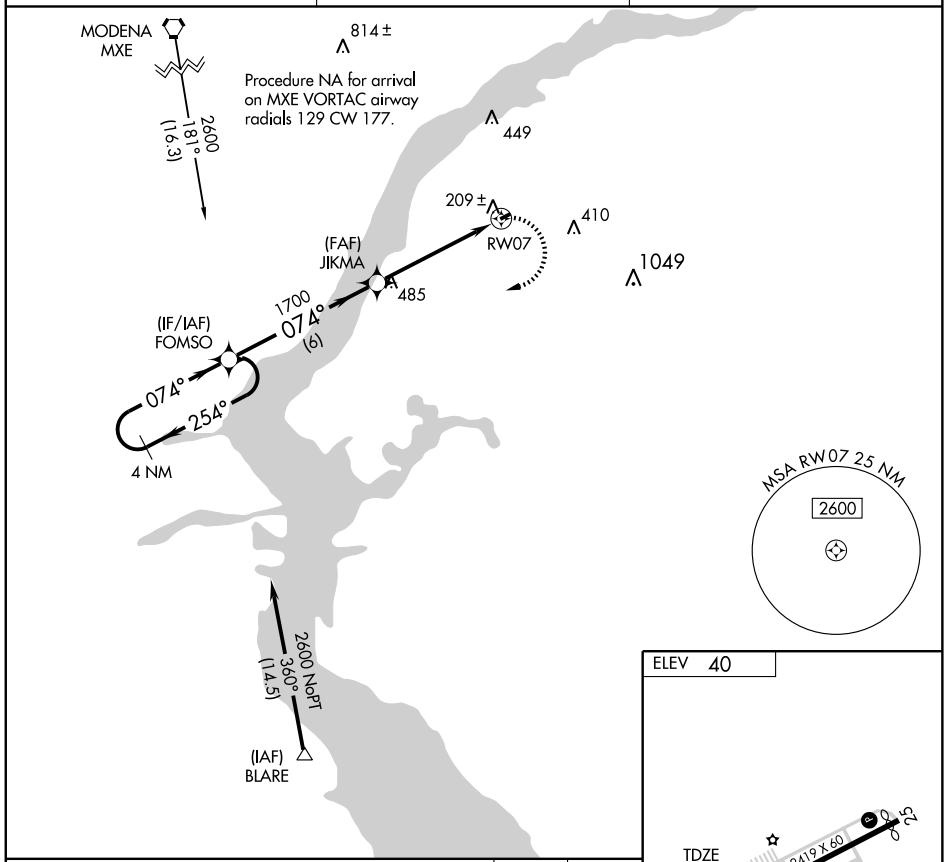
PEDRICKTOWN/SPITFIRE AERODROME (7N7)

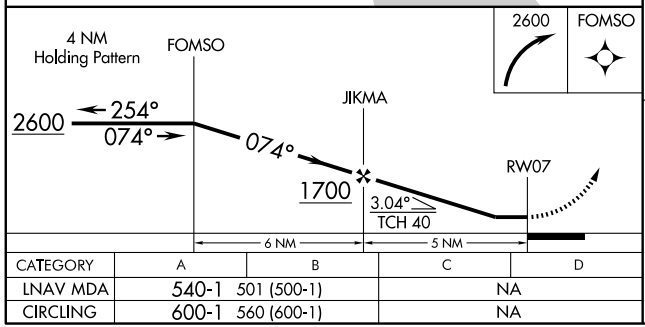
T
NA

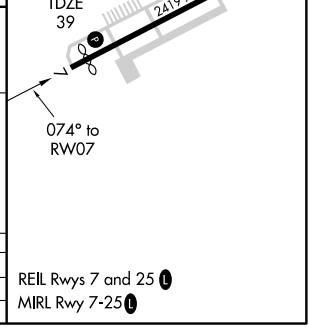
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Use Philadelphia Intl altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2600 direct FOMSO WP and hold.

PHILADELPHIA ASOS	PHILADELPHIA APP CON	UNICOM
122.95	119.75 269.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1	501 (500-1)	NA	
CIRCLING	600-1	560 (600-1)	NA	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NE-2. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 25

PEDRICKTOWN/ SPITFIRE AERODROME (7N7)

APP CRS	Rwy Idg	2309
254°	TDZE	38
	Apt Elev	40

T
NA

DME/DME RNP-0.3 NA.
Use Philadelphia Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct FOMSO and hold.

PHILADELPHIA ASOS	PHILADELPHIA APP CON	UNICOM
122.95	119.75 269.25	122.7 (CTAF) L

Procedure NA for arrivals at MXE VORTAC via airway radials 056 CW 177.

MODENA MXE

3500
115°
(23.3)

814±

4 NM

074°

254°

(IAF) RUUTH

2600 NoPT
269°
(8.6)

449

(FAF) CENAM

1700
254°
(5.9)

(IF/IAF) POVAE

Procedure NA for arrivals at RUUTH via V123-157 Northeast bound.

173±

289±

RW25

410

485

1049

MSA RW25 25 NM
2600

FOMSO

074°

254°

4 NM

ELEV 40

254° to RW25

2419 X 60

TDZE 38

2600 | FOMSO

4 NM Holding Pattern

POVAE

CENAM

074°

254°

2600

254°

RW25

1700

3.03°

TCH 30

VGSI and descent angles not coincident.

5.1 NM

5.9 NM

CATEGORY	A	B	C	D
LNAV MDA	580-1	542 (600-1)	NA	
CIRCLING	600-1	560 (600-1)	NA	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME SBJ	APP CRS	Rwy Idg	2022
112.9	093°	TDZE	560
Chan 76		Apt Elev	560

VOR or GPS RWY 7

PITTSTOWN/ SKY MANOR (N40)

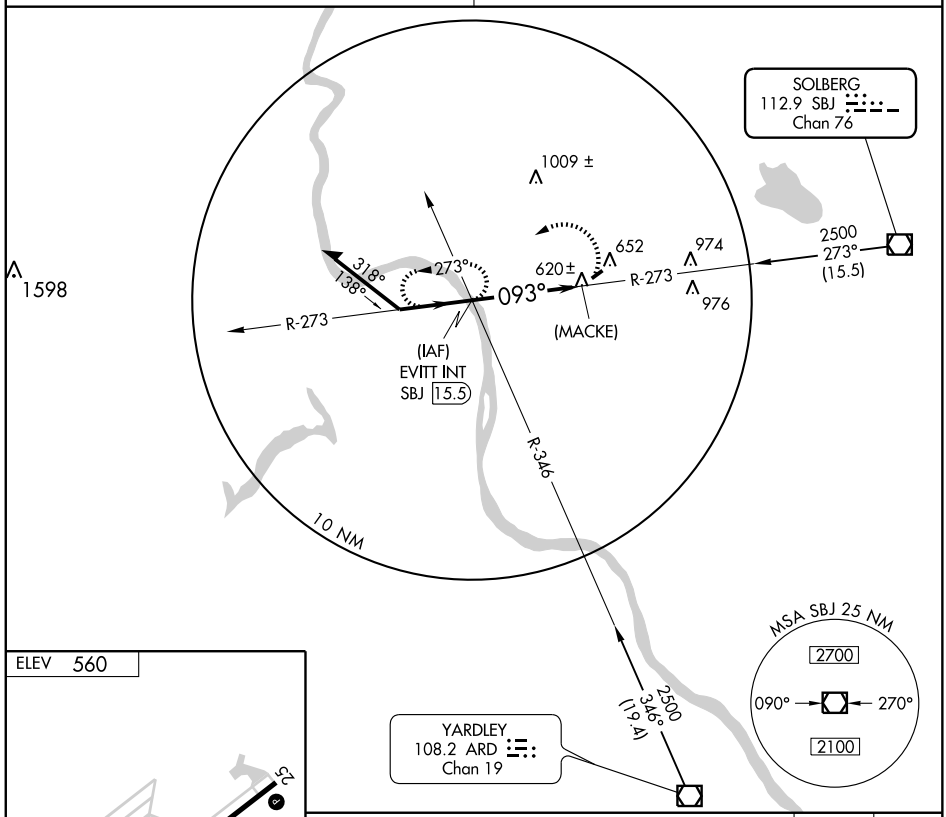
T
NA

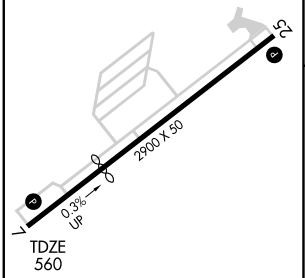
Use Allentown, PA altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via SBJ R-273 to EVITT Int/ 15.5 DME and hold.

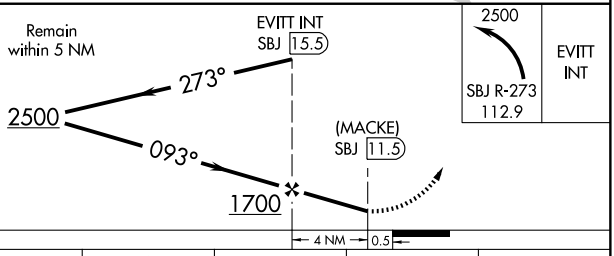
ALLENTOWN APP CON
124.45 397.9

UNICOM
122.975 (CTAF) L





MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-7	960-1 400 (400-1)	NA		
CIRCLING	1100-1 540 (600-1)	NA		

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME SBJ	APP CRS	Rwy Idg	2550
112.9	100°	TDZE	480
Chan 76		Apt Elev	480

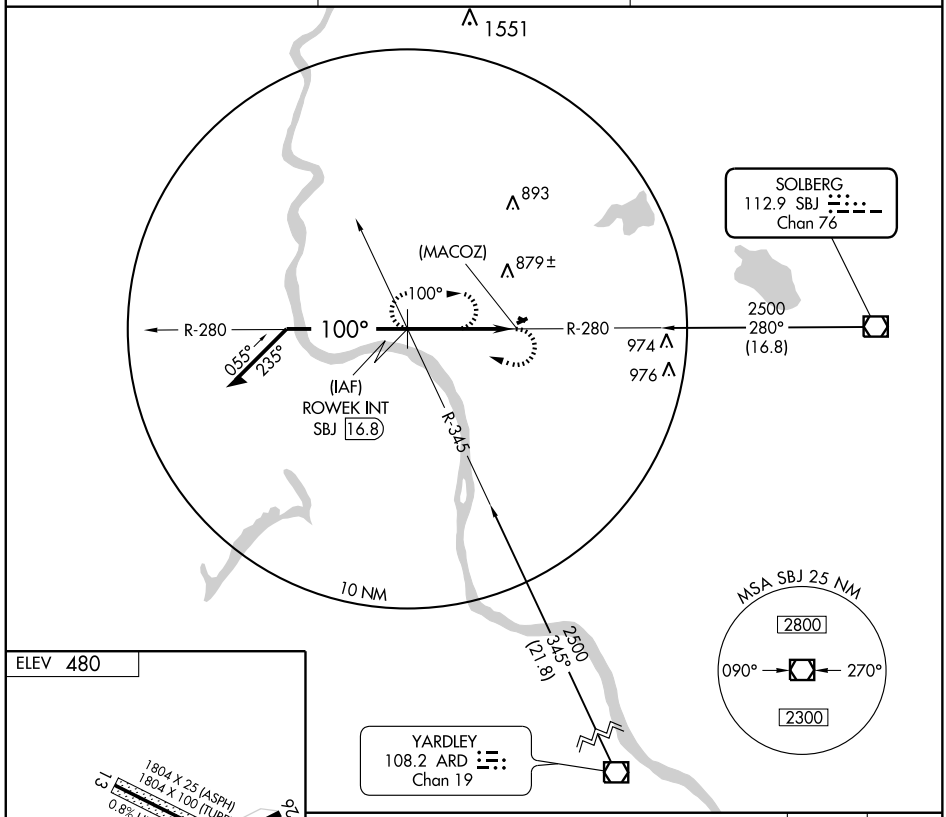
VOR or GPS RWY 8

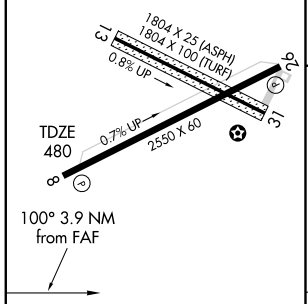
PITTSTOWN/ ALEXANDRIA (N85)

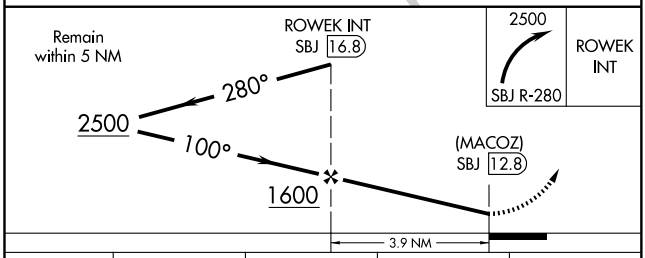
Use Lehigh Valley Intl Allentown, PA altimeter setting.
NA Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 2500 via SBJ R-280 to ROWEK Int and hold.

ALLENTOWN APP CON	UNICOM	
124.45 397.7	122.975 (CTAF)	121.8 L







FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-8	1340-1 860 (900-1)	NA		
CIRCLING	1340-1 860 (900-1)	NA		

NE-2. 03 JUN 2010 to 01 JUL 2010

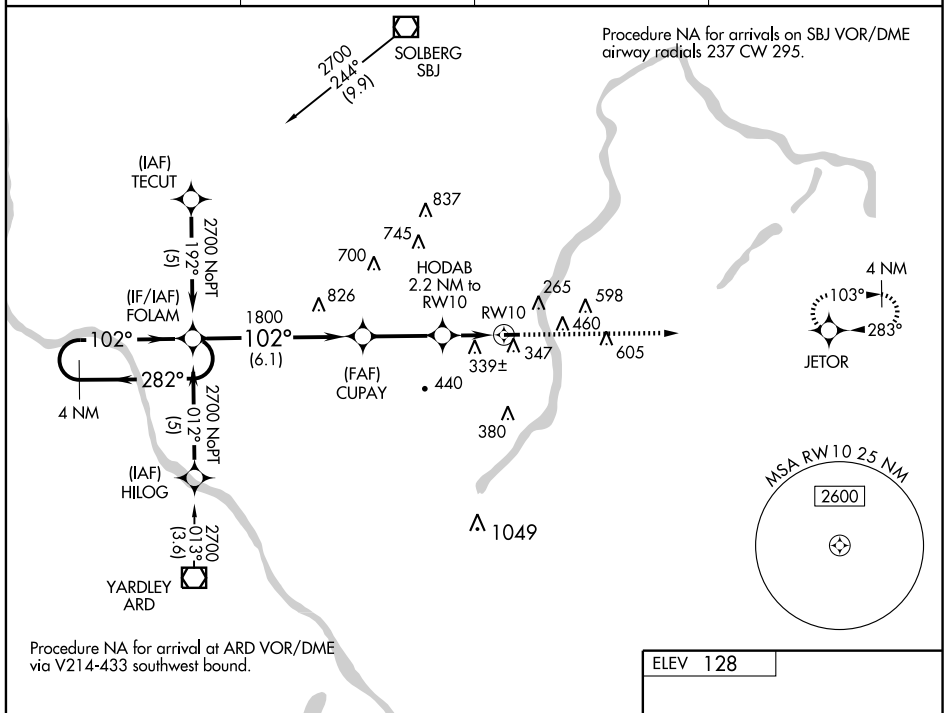
WAAS	APP CRS	Rwy Idg	3499
CH 58216	102°	TDZE	128
W10A		Apt Elev	128

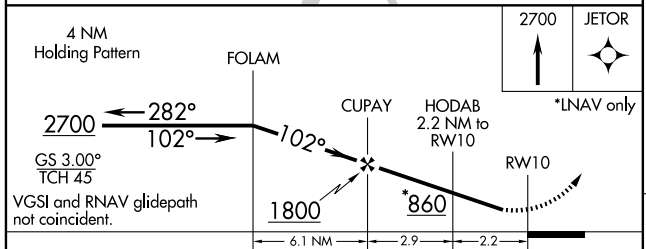
RNAV (GPS) RWY 10
PRINCETON (39N)

Circling to Rwy 28 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Trenton Mercer altimeter setting, when not received use Somerset altimeter setting.

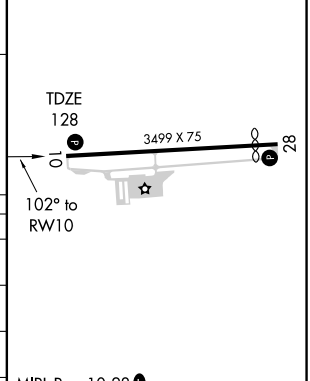
MISSED APPROACH: Climb to 2700 direct JETOR and hold.

TRENTON MERCER ASOS	NEW YORK APP CON	UNICOM	
126.77	132.8 379.9	122.725 (CTAF)	123.05 L





CATEGORY	A	B	C	D
LPV DA	414-1	286 (300-1)		NA
LNAV/ VNAV DA	873-2¾	745 (800-2¾)		NA
LNAV MDA	640-1	512 (600-1)	640-1½ 512 (600-1½)	NA
CIRCLING	780-1	652 (700-1)	860-2 732 (800-1)	NA



NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3130
282°	TDZE	128
	Apt Elev	128

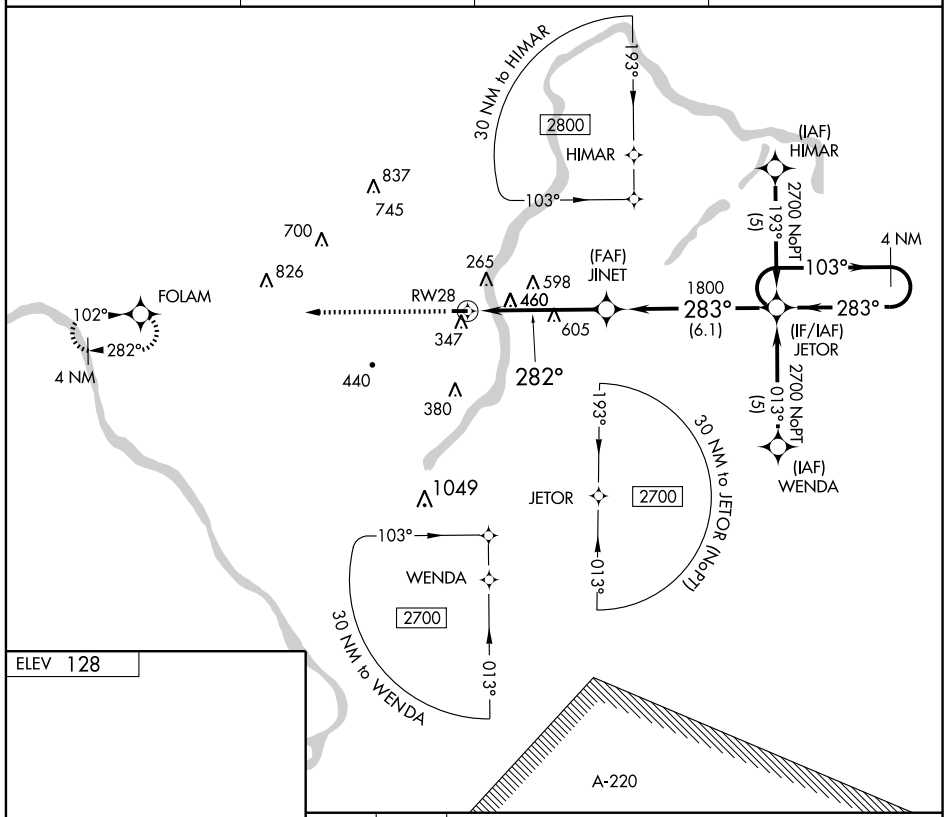
RNAV (GPS) RWY 28

PRINCETON (39N)

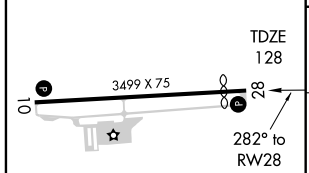
Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

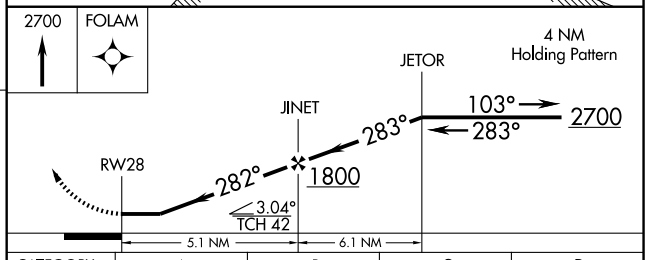
MISSED APPROACH: Climb to 2700 direct FOLAM and hold.

TRENTON MERCER ASOS	NEW YORK APP CON	UNICOM	
126.77	132.8 379.9	122.725 (CTAF)	123.05 L



ELEV 128





CATEGORY	A	B	C	D
LNAV MDA	900-1 772 (800-1)	900-1¼ 772 (800-1¼)	900-2¼ 772 (800-2¼)	NA
CIRCLING	900-1 772 (800-1)	900-1¼ 772 (800-1¼)	900-2¼ 772 (800-2¼)	NA

MIRL Rwy 10-28 L
REIL Rwy 10 L

NE-2. 03 JUN 2010 to 01 JUL 2010

PRINCETON (ROCKY HILL), NEW JERSEY AL-5374 (FAA)

VOR/DME SBJ	APP CRS	Rwy Idg	NA
112.9	171°	TDZE	NA
Chan 76		Apt Elev	128

VOR-A

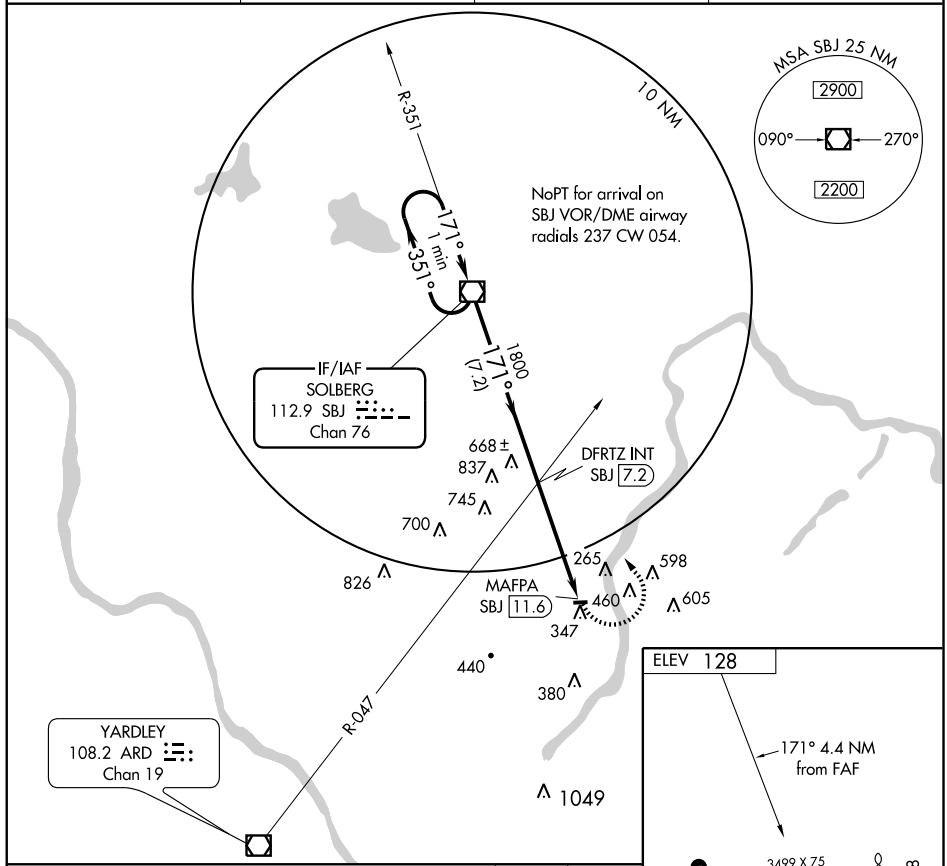
PRINCETON (39N)

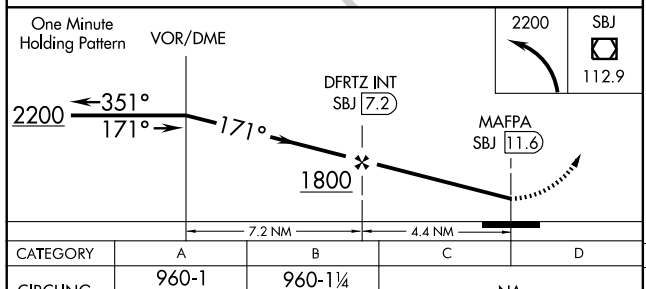
▼ Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting.

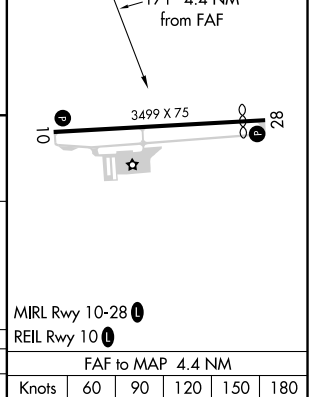
▲ NA

MISSED APPROACH: Climbing left turn to 2200 direct SBJ VOR/DME and hold.

TRENTON MERCER ASOS	NEW YORK APP CON	UNICOM	
126.77	132.8 379.9	122.725 (CTAF)	123.05 L







MIRL Rwy 10-28 L

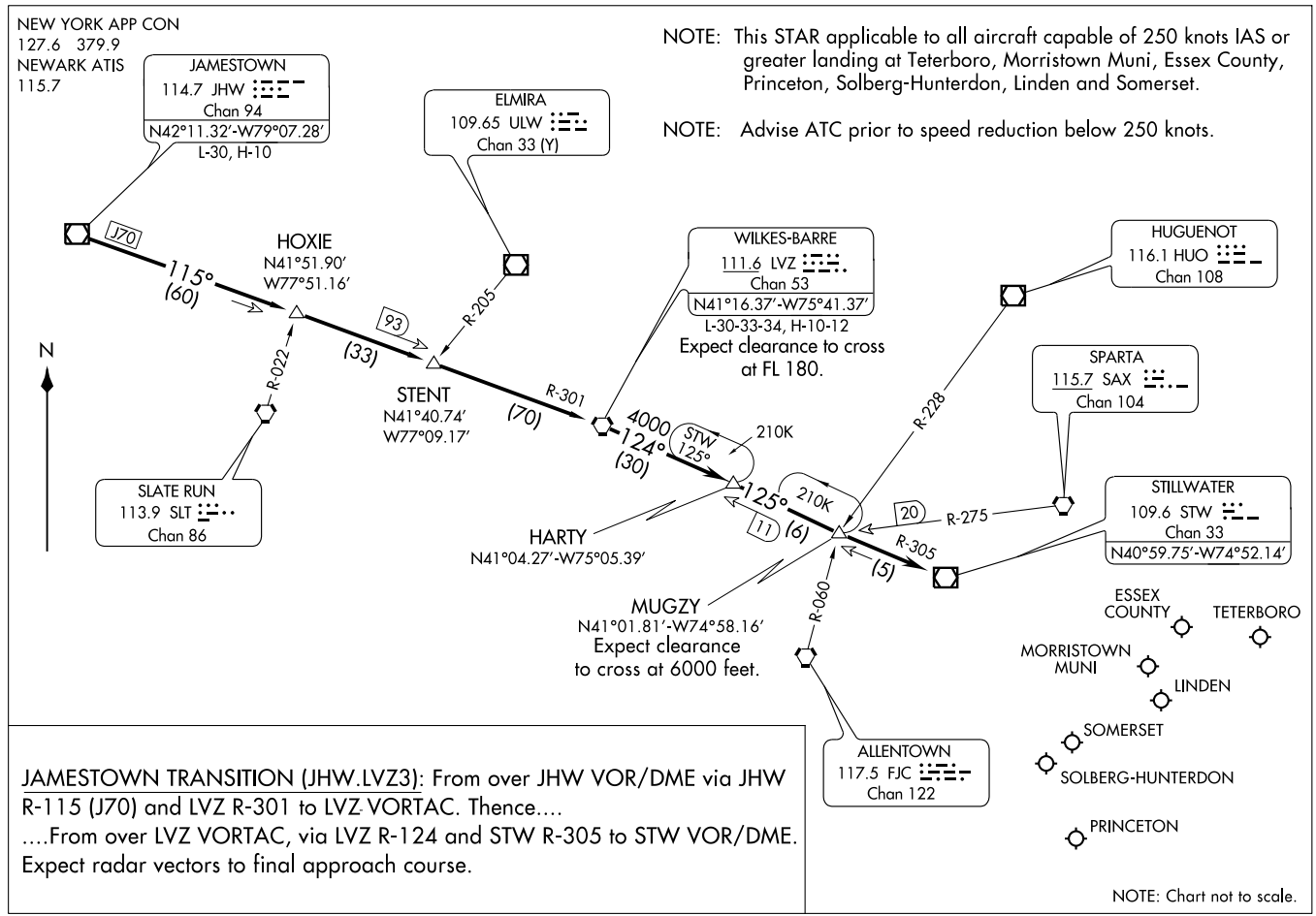
REIL Rwy 10 L

CATEGORY	A	B	C	D
CIRCLING	960-1 832 (900-1)	960-1¼ 832 (900-1¼)	NA	

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 03 JUN 2010 to 01 JUL 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



APP CRS	Rwy Idg	3000
039°	TDZE	179
	Apt Elev	195

RNAV (GPS) RWY 4

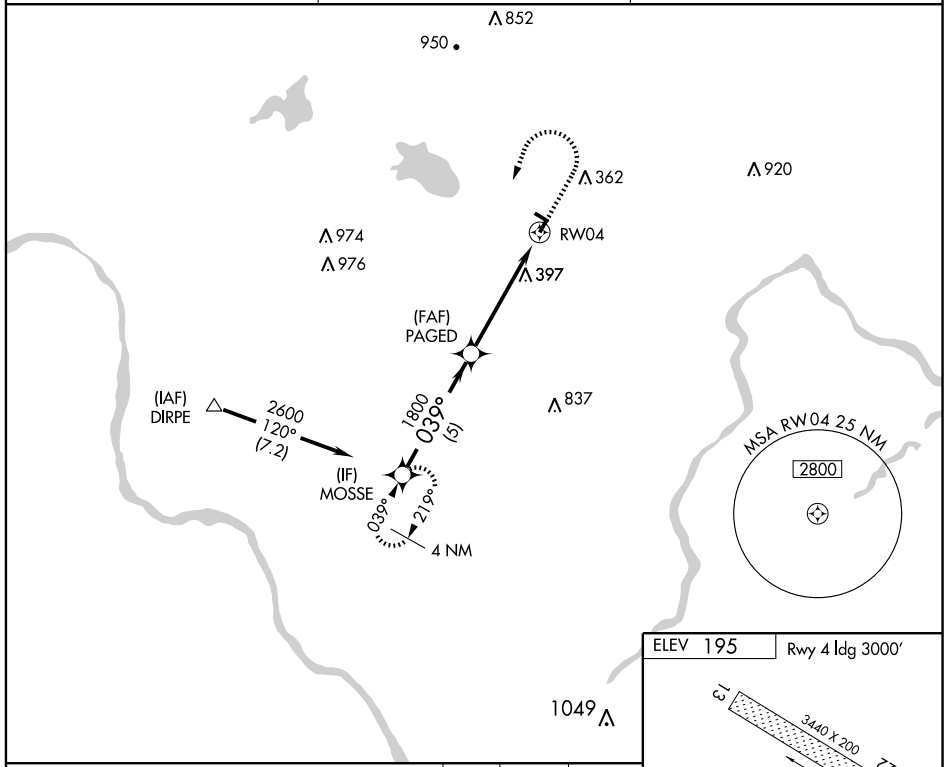
READINGTON / SOLBERG-HUNTERDON (N51)

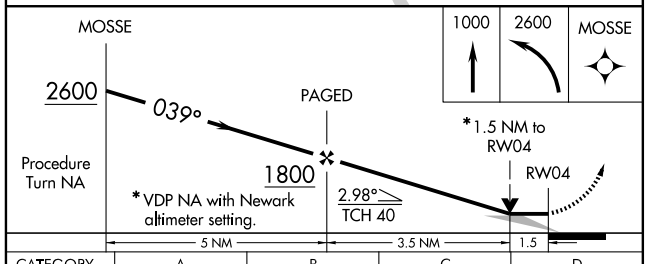
Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

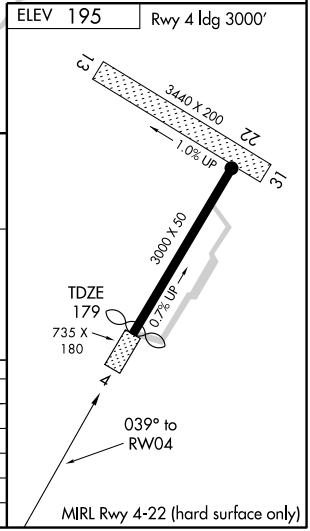
MISSED APPROACH: Climb to 1000, then climbing left turn to 2600 direct MOSSE WP and hold.

NEW YORK APP CON	UNICOM	GCO
132.8 379.9	122.8 (CTAF)	121.725





CATEGORY	A	B	C	D
LNAV MDA	700-1 521 (600-1)		NA	
CIRCLING	700-1 505 (600-1)		NA	
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	800-1 621 (700-1)		NA	
CIRCLING	800-1 605 (700-1)		NA	



NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3000
220°	TDZE	185
	Apt Elev	195

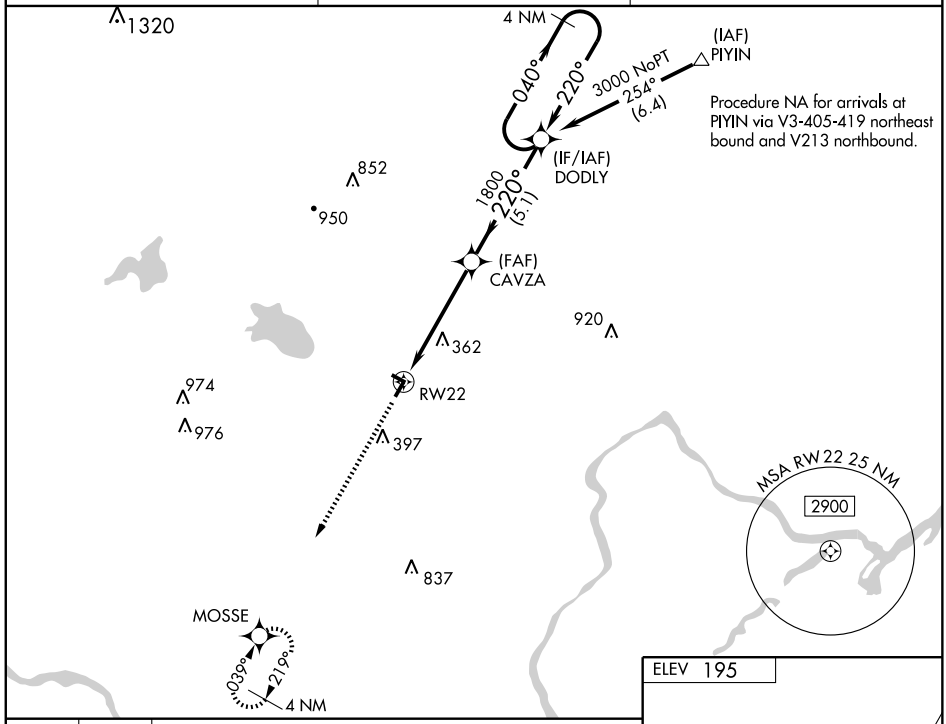
RNAV (GPS) RWY 22

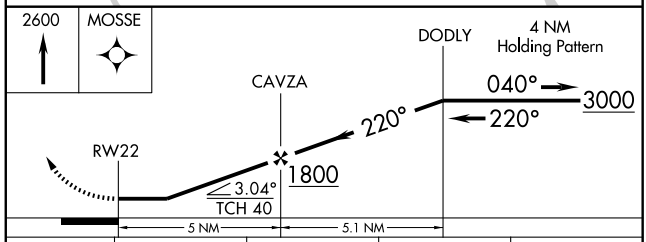
READINGTON / SOLBERG-HUNTERDON (N51)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Newark Liberty Intl altimeter setting.

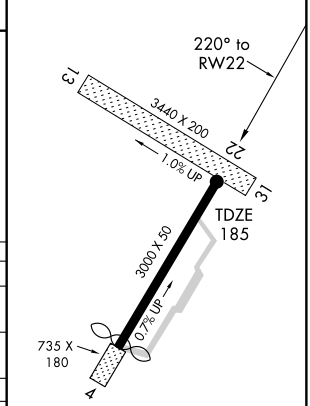
MISSED APPROACH: Climb to 2600 direct MOSSE and hold.

NEW YORK APP CON	UNICOM	GCO
132.8 379.9	122.8 (CTAF)	121.725





CATEGORY	A	B	C	D
LNAV MDA	620-1	435 (500-1)	NA	
CIRCLING	680-1	485 (500-1)	NA	
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	700-1	515 (600-1)	NA	
CIRCLING	780-1	585 (600-1)	NA	



MIRL Rwy 4-22 (hard surface only)

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME SBJ	APP CRS	Rwy Idg	N/A
112.9	310°	TDZE	N/A
Chan 76		Apt Elev	195

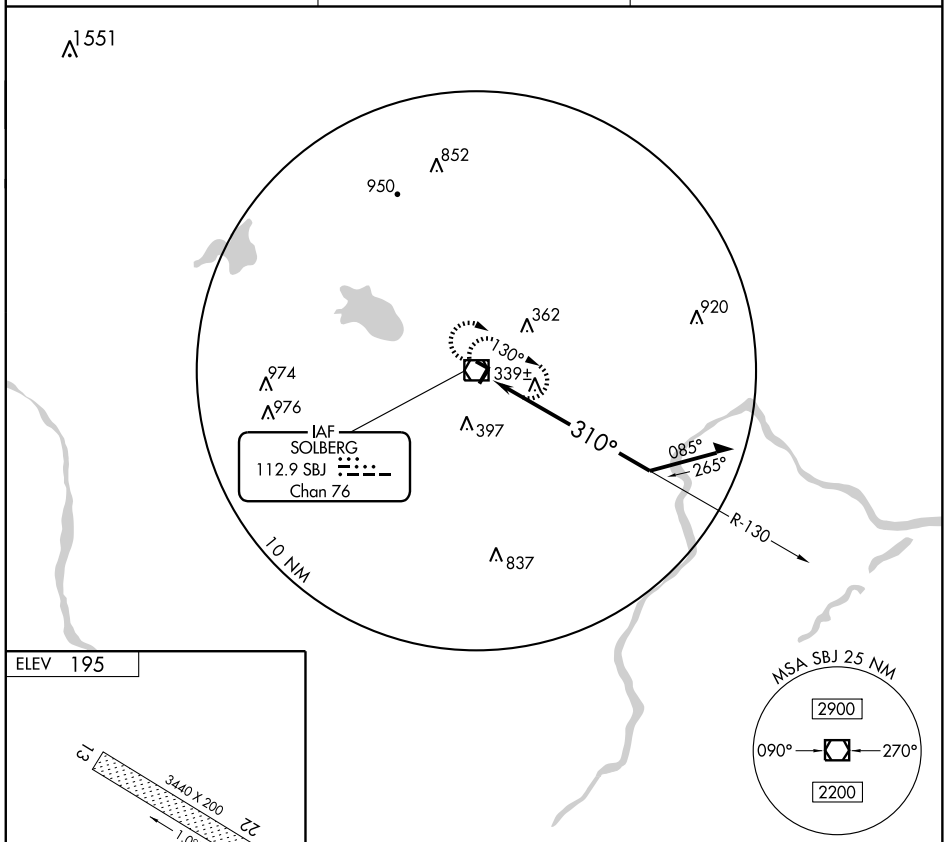
VOR-A

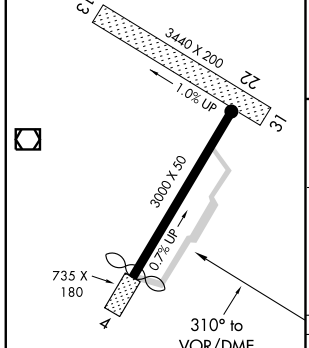
READINGTON/ SOLBERG-HUNTERDON (N51)

Obtain local altimeter setting on CTAF; when not received use Newark Liberty Intl altimeter setting.

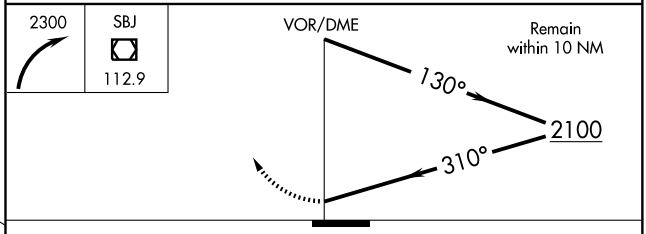
MISSED APPROACH: Climbing right turn to 2300 in SBJ VOR/DME holding pattern.

NEW YORK APP CON	UNICOM	GCO
132.8 379.9	122.8 (CTAF)	121.725





MIRL Rwy 4-22 (hard surface only)



CATEGORY	A	B	C	D
CIRCLING	780-1 585 (600-1)		NA	
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	880-1 685 (700-1)		NA	

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME SBJ	APP CRS	Rwy Idg	3000
112.9	016°	TDZE	179
Chan 76		Apt Elev	195

VOR RWY 4

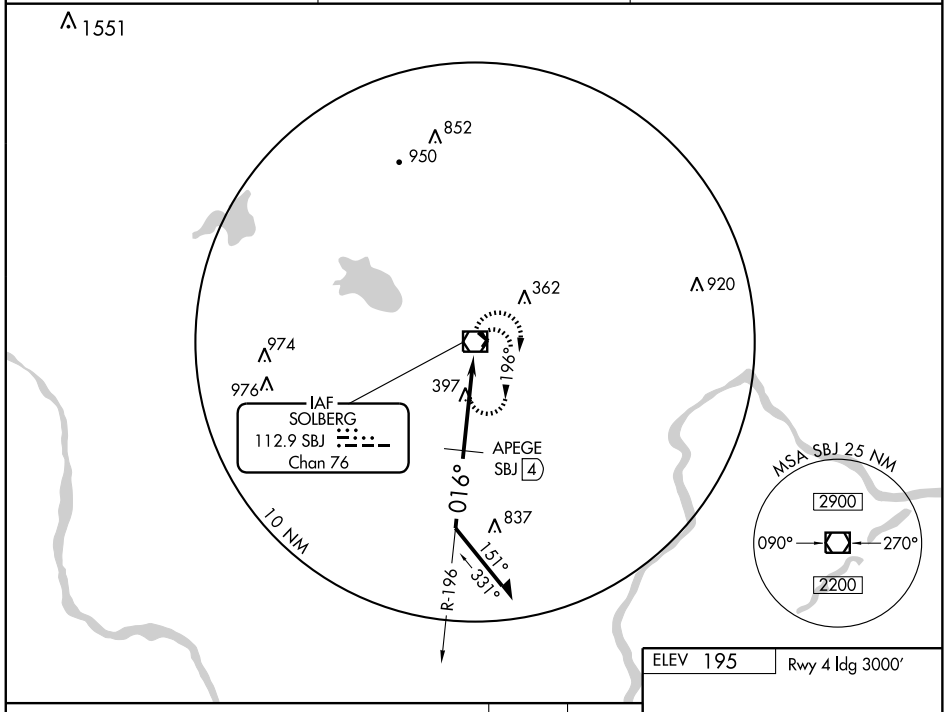
READINGTON/ SOLBERG-HUNTERDON (N51)

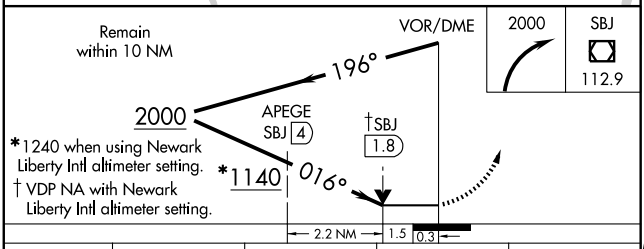
NA

Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting and increase all MDAs 100 feet.

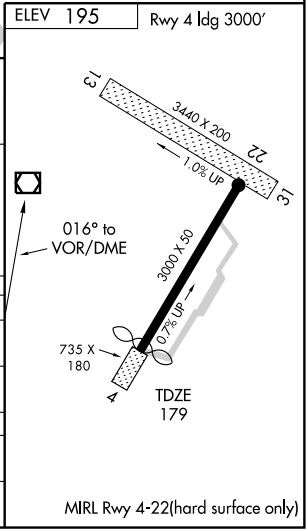
MISSED APPROACH: Climbing right turn to 2000 in SBJ VOR/DME holding pattern and hold.

NEW YORK APP CON	UNICOM	GCO
132.8 379.9	122.8 (CTAF)	121.725



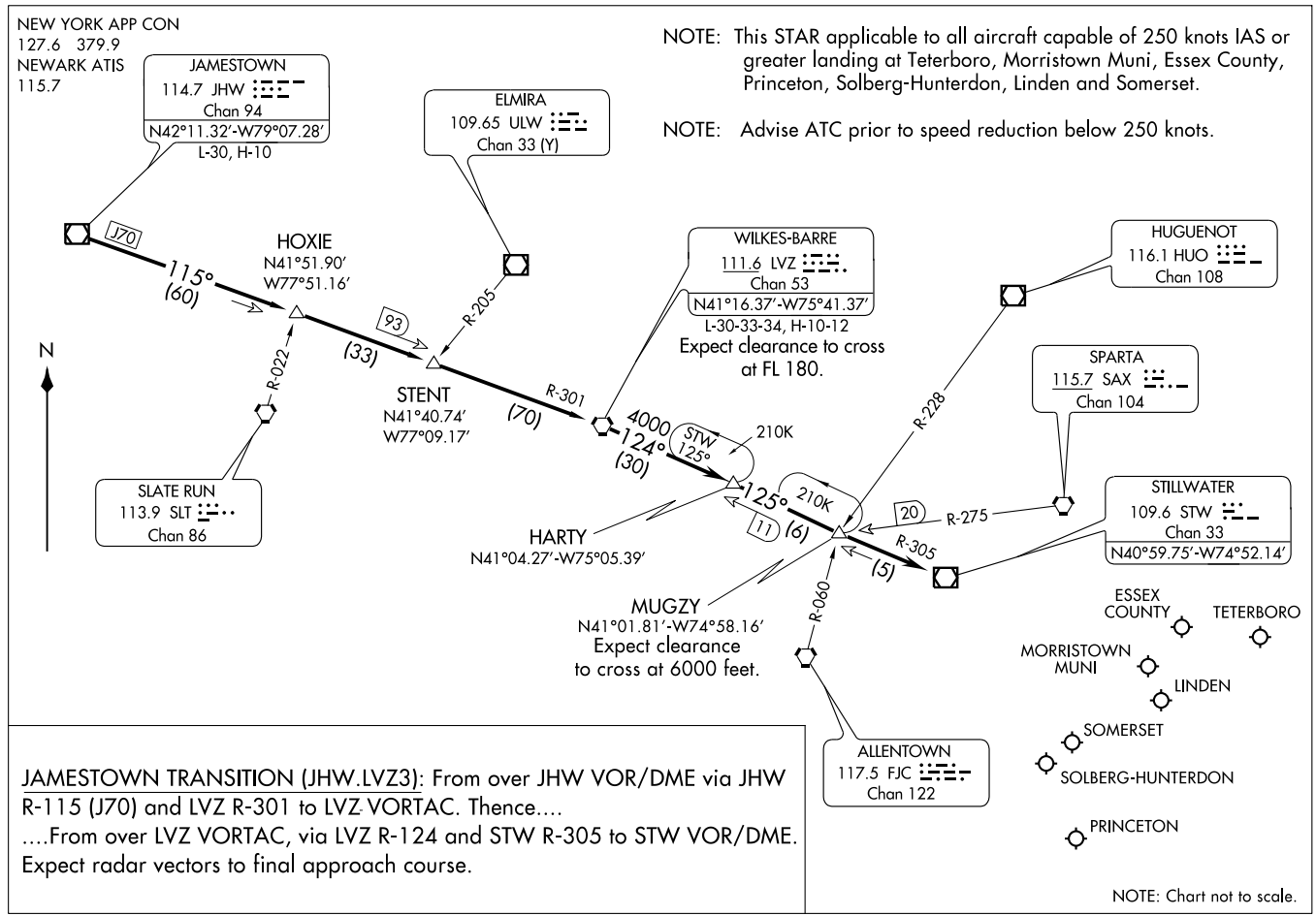


CATEGORY	A	B	C	D
S-4	1140-1¼ 961 (1000-1¼)	1140-1½ 961 (1000-1½)	NA	
CIRCLING	1140-1¼ 945 (1000-1¼)	1140-1½ 945 (1000-1½)	NA	
APEGE DME MINIMUMS				
S-4	700-1 521 (600-1)		NA	
CIRCLING	700-1 505 (600-1)		NA	



NE-2. 03 JUN 2010 to 01 JUL 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



APP CRS	Rwy Idg	3877
108°	TDZE	108
	Apt Elev	119

GPS RWY 11

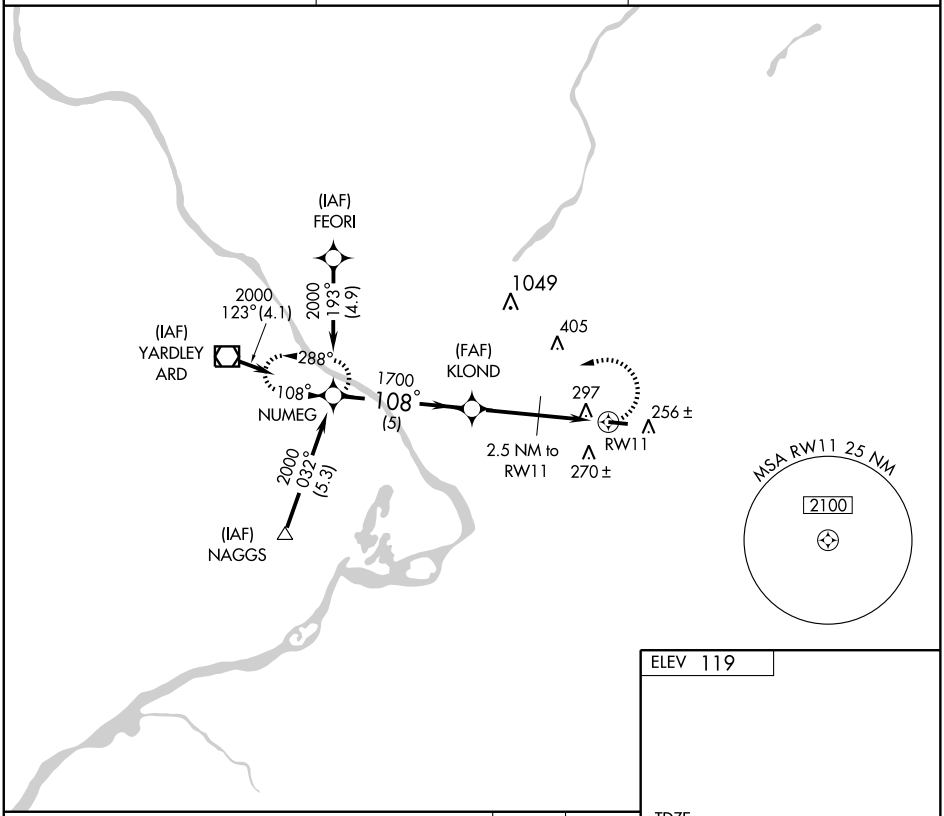
ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

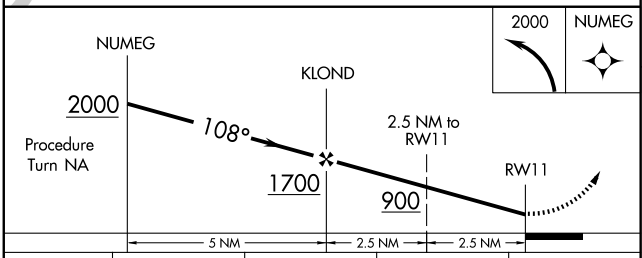
NA

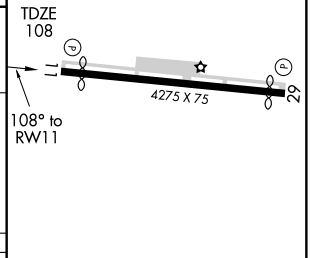
Use McGuire AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct NUMEG WP and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	123.0 (CTAF)	123.3 L







CATEGORY	A	B	C	D
S-11	640-1	532 (600-1)	640-1½ 532 (600-1½)	640-1¾ 532 (600-1¾)
CIRCLING	680-1	561 (600-1)	680-1½ 561 (600-1½)	680-2 561 (600-2)

MIRL Rwy 11-29 L

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3975
291°	TDZE	119
	Apt Elev	119

RNAV (GPS) RWY 29

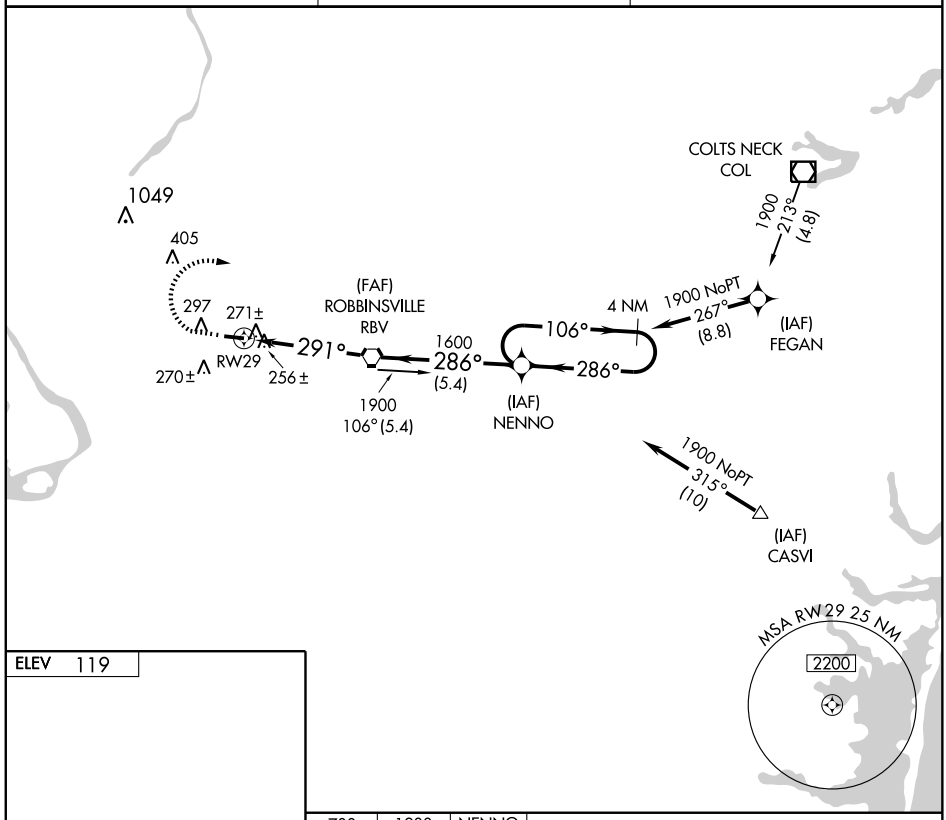
ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

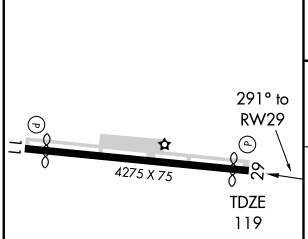
Use McGuire AFB altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

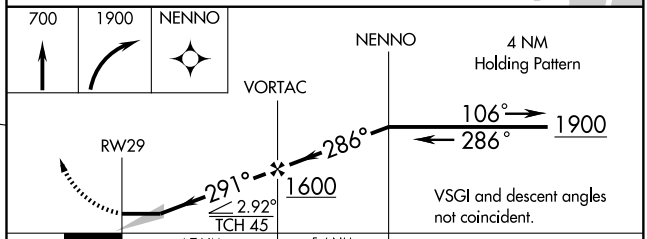
NA

MISSED APPROACH: Climb to 700 then climbing right turn to 1900 direct NENNO WP and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	123.0 (CTAF)	123.3 L







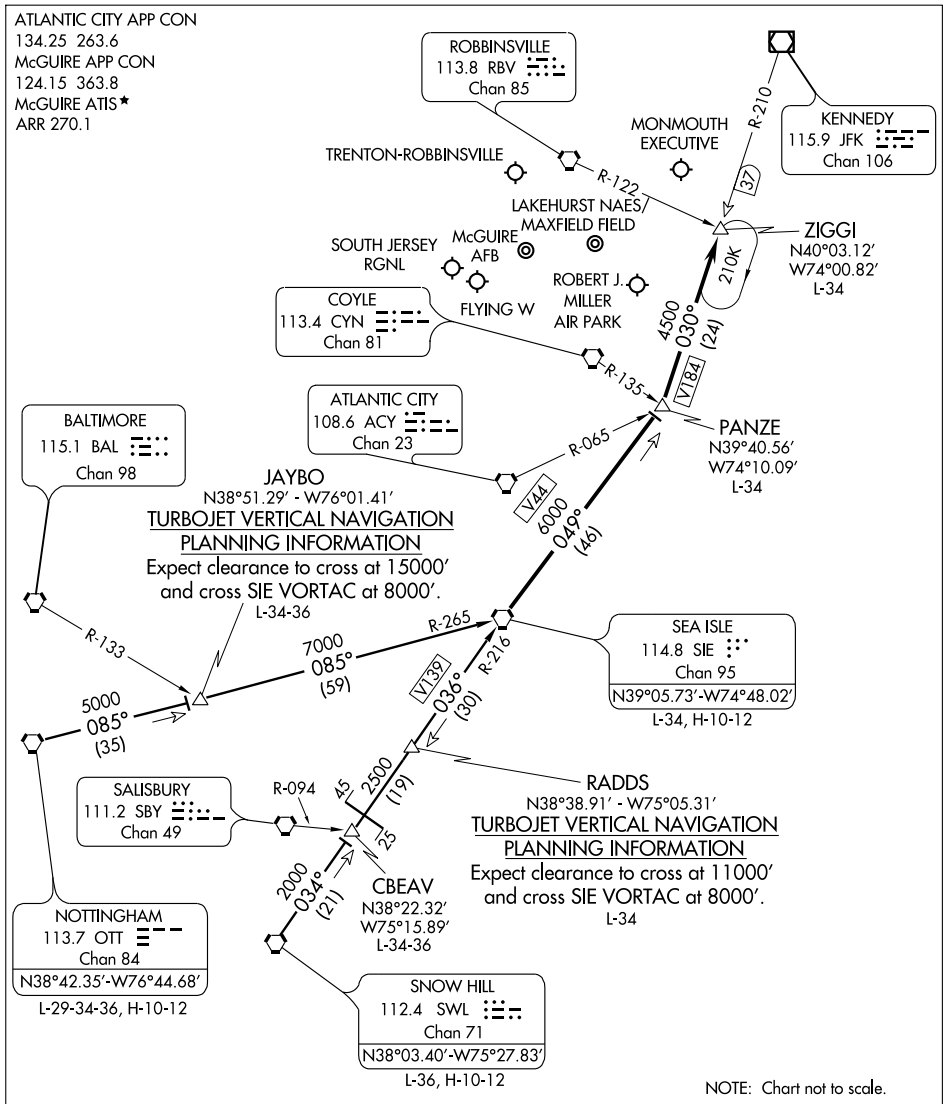
CATEGORY	A	B	C	D
LNAV MDA	560-1 441 (500-1)		560-1¼ 441 (500-1¼)	560-1½ 441 (500-1½)
CIRCLING	680-1 561 (600-1)		680-1½ 561 (600-1½)	680-2 561 (600-2)

MIRL Rwy 11-29 L

NE-2. 03 JUN 2010 to 01 JUL 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

VORTAC RBV	APP CRS	Rwy Idg	3975
113.8	288°	TDZE	119
Chan 85		Apt Elev	119

VOR RWY 29

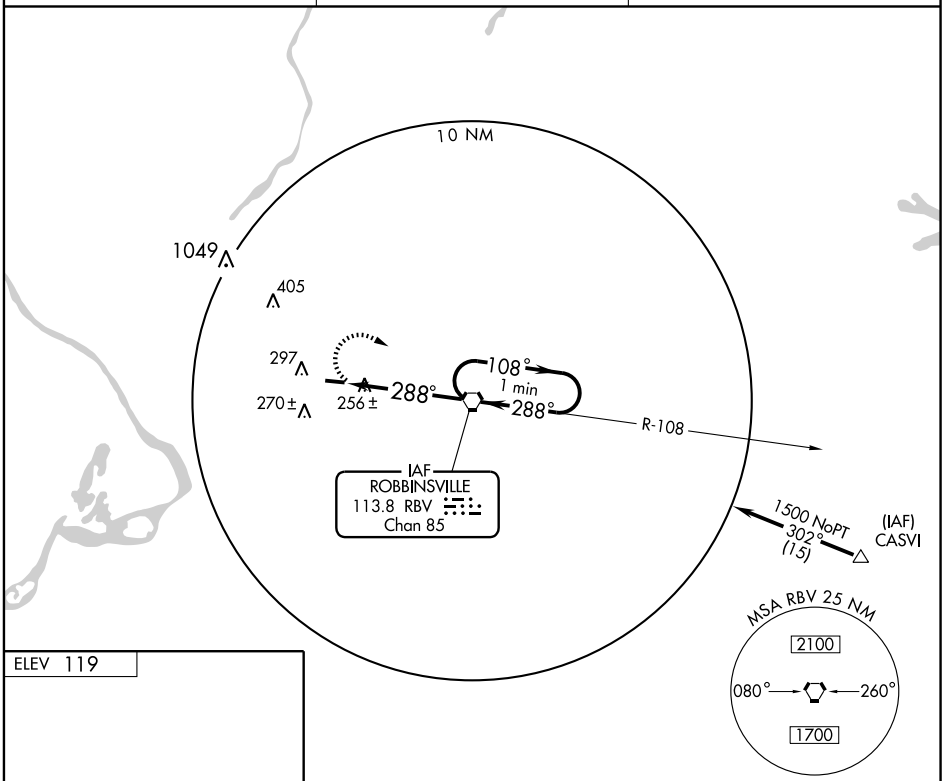
ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

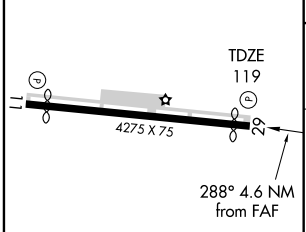
NA

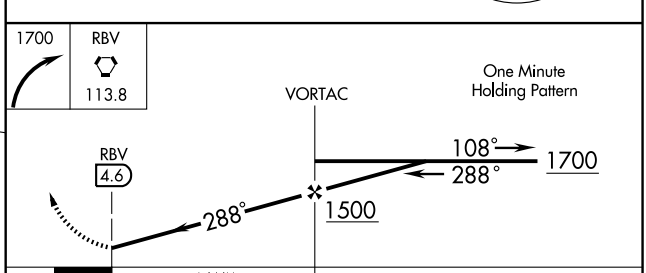
Use McGuire AFB altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 direct RBV VORTAC and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	123.0 (CTAF)	123.3 L







MIRL Rwy 11-29 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-29	800-1 681 (700-1)		800-2 681 (700-2)	800-2¼ 681 (700-2¼)
CIRCLING	800-1 681 (700-1)		800-2 681 (700-2)	800-2¼ 681 (700-2¼)

NE-2. 03 JUN 2010 to 01 JUL 2010

(JAIKE.JAIKE2) 10154 ST-890 (FAA)

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.

UBUCK
ZENNS
TETERBORO
MORRISTOWN MUNI
ESSEX COUNTY
SOMERSET
LINDEN
SOLBERG SBJ
CENTRAL JERSEY RGNL
2100
(16)
REGLE
7000
059°
(7)
4 NM
210K
MAZIE
(5)
WACKI
11000
250 KIAS
048°
(8)
ILENE
13000
047°
(26)
JAIKE
SPNCR
(5)
(10)
047°
210K
4 NM
SISSI
BUZIE
CRRIS
PEEDS
Expect to cross at FL240.
048°
(24)
FUBRR
PALEO
(9)
(10)
NOTTINGHAM OTT
10 NM
RIISE
020°
(26)
033°
(26)
054°
(26)
MOOUR
GORDONSVILLE GVE
VAALI
BOOYA
(34)
(32)
4000
070°
(44)
034°
(33)
4000
021°
(25)
RAIMY
PATUXENT PXT
4000
048°
(56)
QBEES
MAAXY
4000
046°
(52)
4000
032°
(57)
FLAT ROCK FAK
RICHMOND RIC
HOPEWELL HPW

NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS		
122°	Rwy Idg	2733
	TDZE	83
	Apt Elev	105

RNAV (GPS) RWY 12

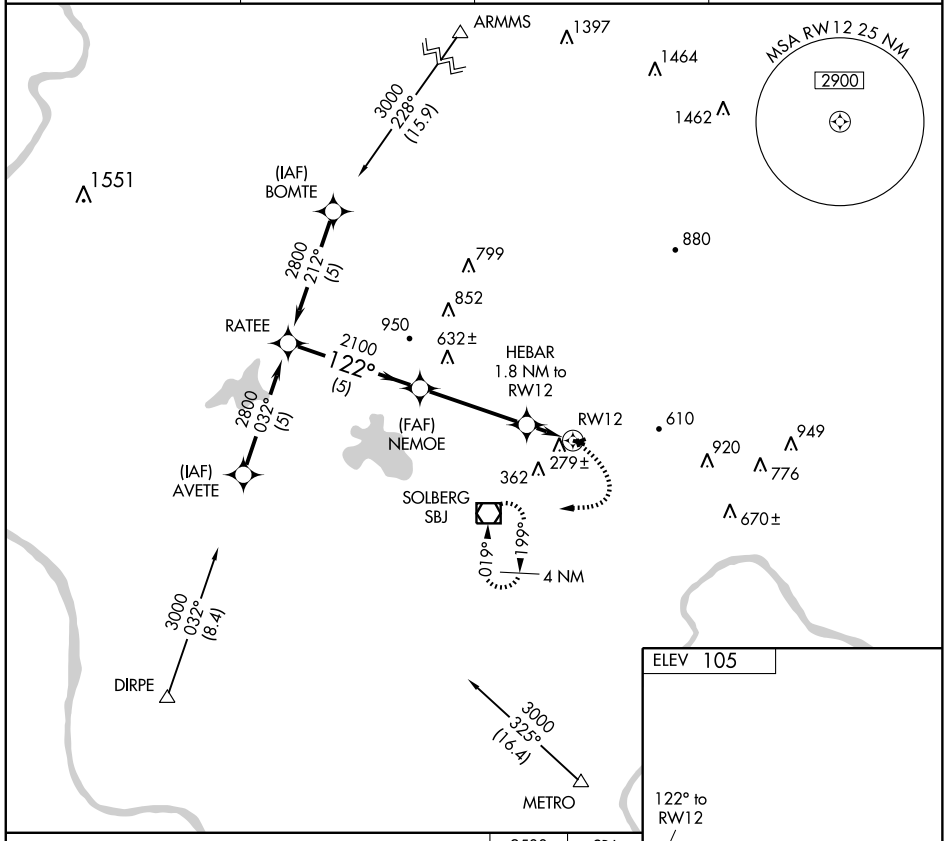
SOMERVILLE/ SOMERSET (SMQ)

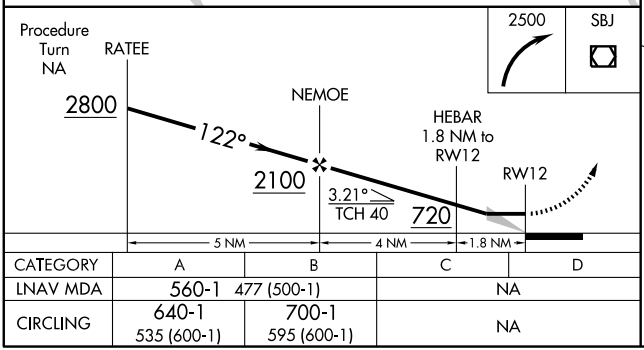
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure not authorized at night except by prior arrangement for runway lights.

NA

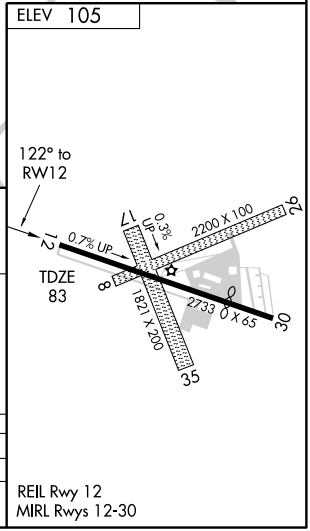
MISSED APPROACH: Climbing right turn to 2500 direct SBJ VOR/DME and hold.

ASOS	NEW YORK APP CON	GCO	UNICOM
120.6	132.8 379.9	121.725	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	560-1	477 (500-1)	NA	
CIRCLING	640-1 535 (600-1)	700-1 595 (600-1)	NA	



REIL Rwy 12
MIRL Rwys 12-30

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2133
302°	TDZE	101
	Apt Elev	105

RNAV (GPS) RWY 30

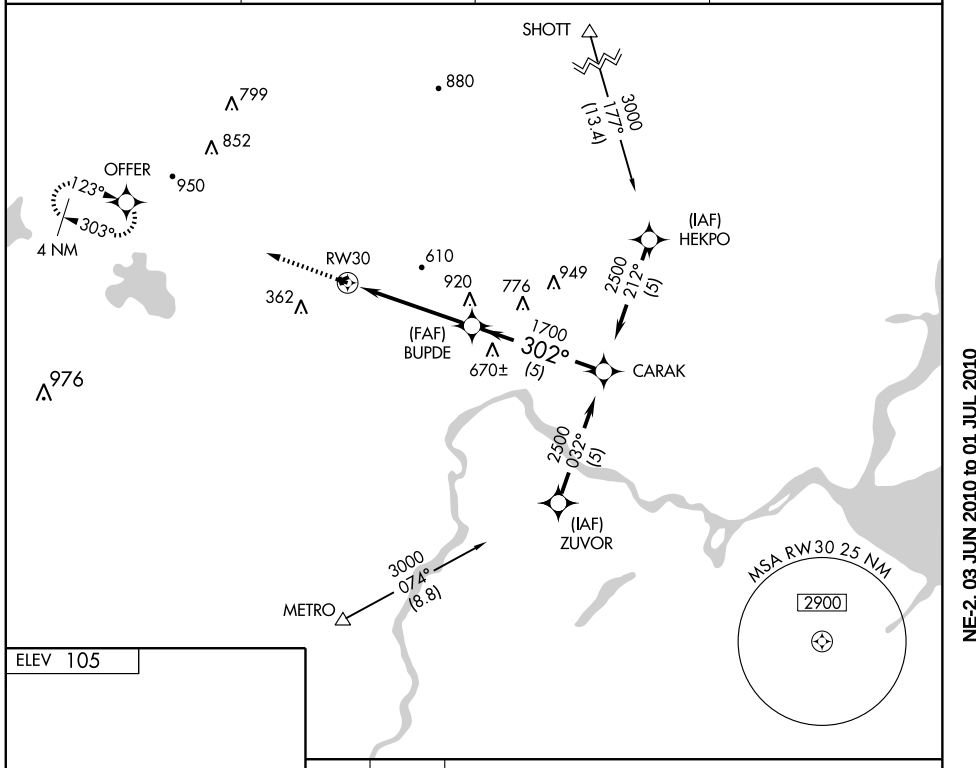
SOMERVILLE / SOMERSET (SMQ)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure not authorized at night except by prior arrangement for runway lights.

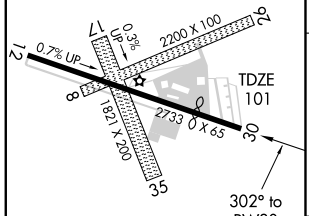
NA

MISSED APPROACH: Climb to 2500 direct OFFER WP and hold.

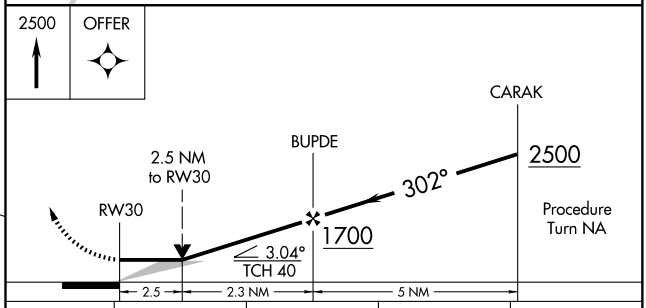
ASOS	NEW YORK APP CON	GCO	UNICOM
120.6	132.8 379.9	121.725	123.0 (CTAF)



ELEV 105



REIL Rwy 12
MIRL Rwys 12-30



CATEGORY	A	B	C	D
LNAV MDA	940-1 839 (900-1)	940-1¼ 839 (900-1¼)	NA	
CIRCLING	940-1 835 (900-1)	940-1¼ 835 (900-1¼)	NA	

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME SBJ	APP CRS	Rwy Idg	2200
112.9	061°	TDZE	105
Chan 76		Apt Elev	105

VOR or GPS RWY 8

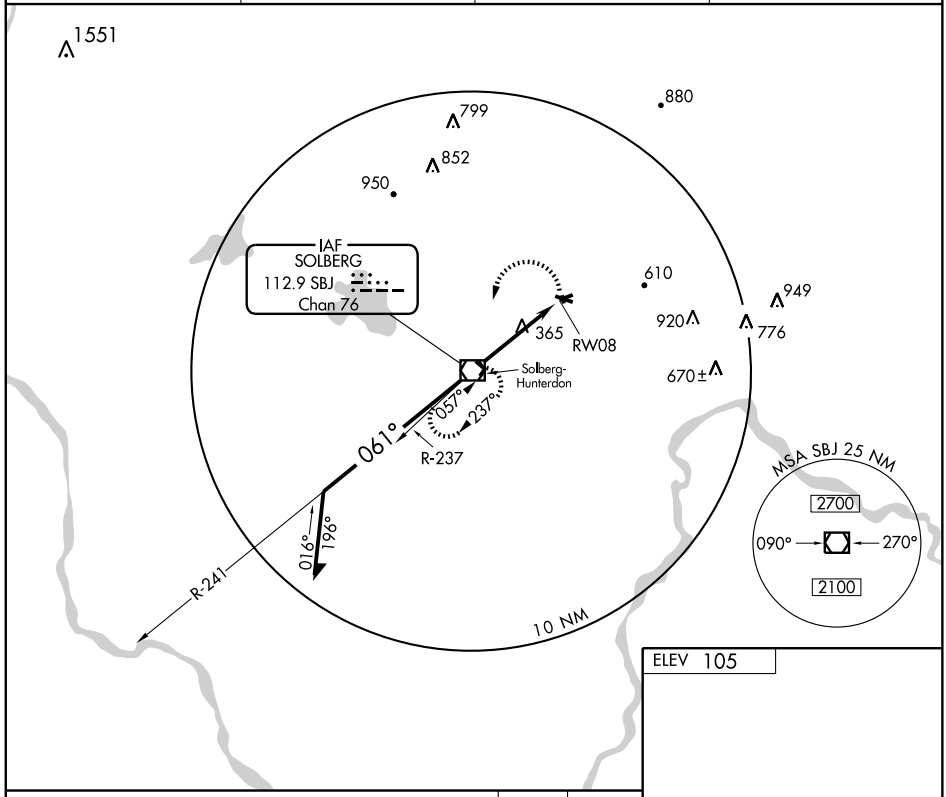
SOMERVILLE / SOMERSET (SMQ)

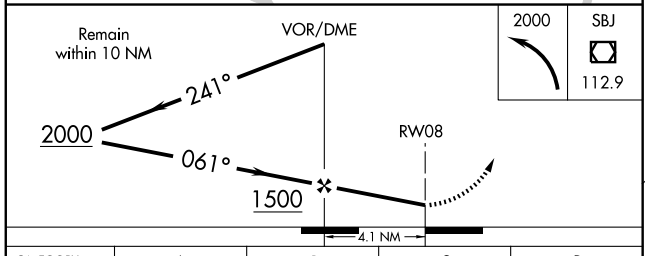
Obtain local altimeter setting on CTAF; when not received, use Newark altimeter setting minimums. Straight-in minimums not authorized at night. Circling minimums not authorized at night except by prior arrangementfor runway lights.

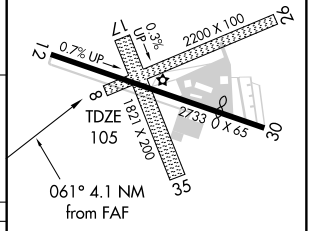
NA

MISSED APPROACH: Climbing left turn to 2000 direct SBJ VOR/DME and hold.

ASOS	NEW YORK APP CON	GCO	UNICOM
120.6	132.8 379.9	121.725	123.0 (CTAF)







REIL Rwy 12
MIRL Rwys 12-30

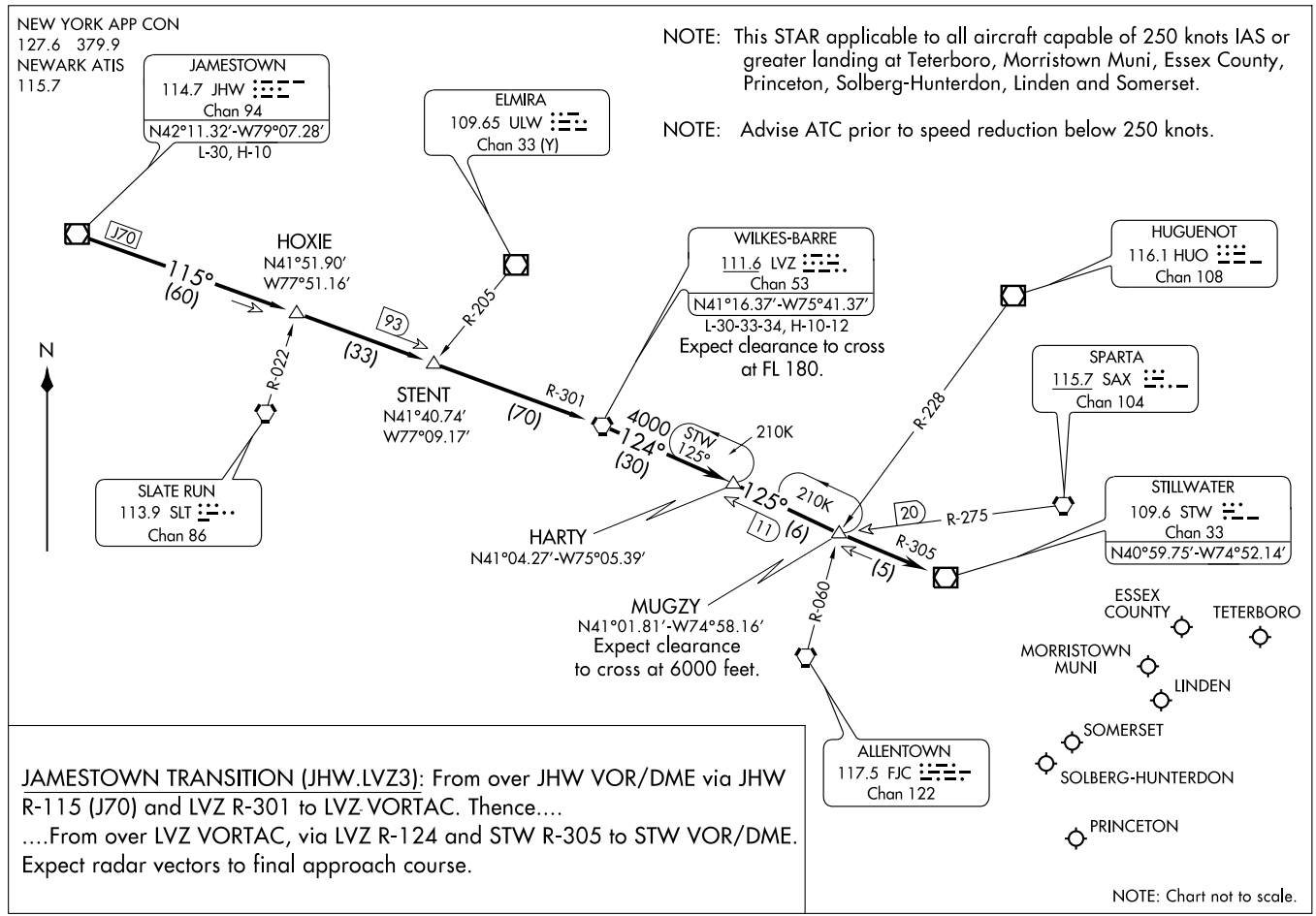
CATEGORY	A	B	C	D
S-8	680-1	575 (600-1)	NA	
CIRCLING	680-1	575 (600-1)	NA	
NEWARK ALTIMETER SETTING MINIMUMS				
S-8	740-1	635 (700-1)	NA	
CIRCLING	740-1	635 (700-1)	NA	

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2. 03 JUN 2010 to 01 JUL 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



APP CRS	Rwy Idg	3042
029°	TDZE	420
	Apt Elev	421

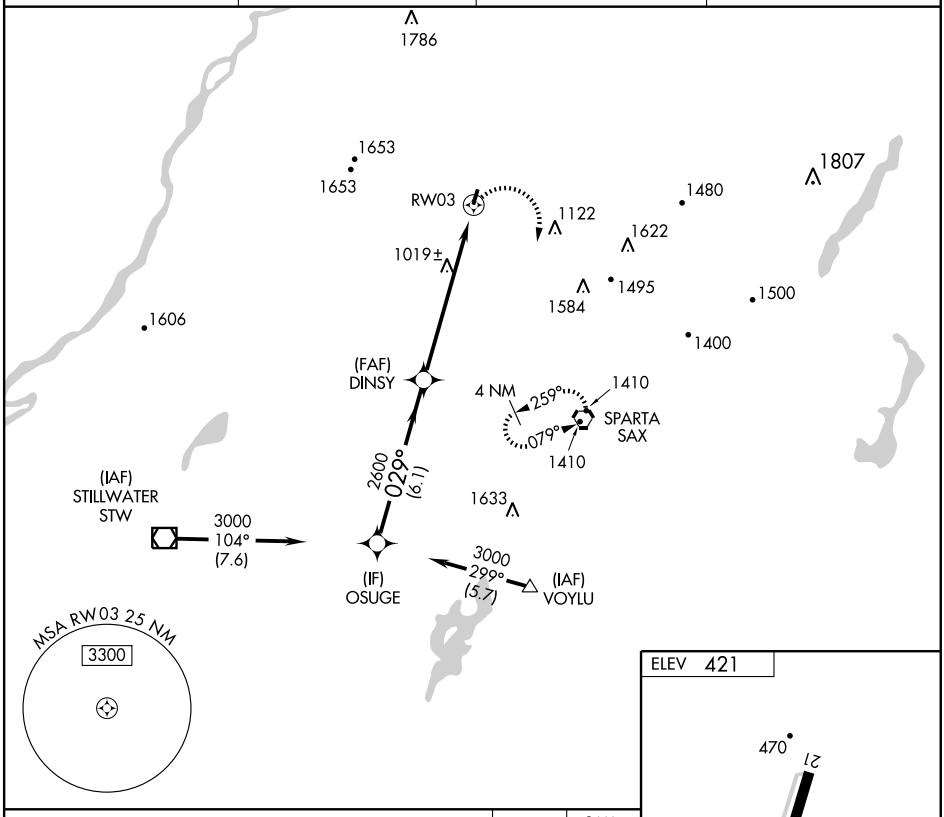
RNAV (GPS) RWY 3

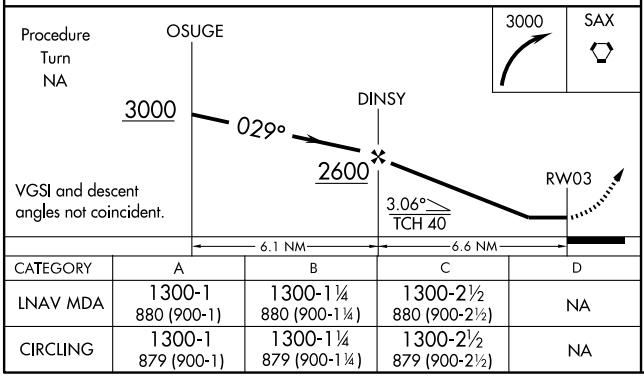
SUSSEX (FWN)

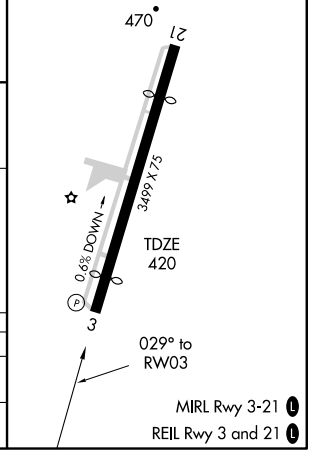
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Teterboro altimeter setting and increase all MDA 140 feet and Circling Cats A & B visibilites ¼ mile. and Cat C ½ mile.

MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.

ASOS	NEW YORK APP CON	UNICOM	GCO
118.525	127.6 379.9	122.7 (CTAF)	121.725







CATEGORY	A	B	C	D
LNAV MDA	1300-1 880 (900-1)	1300-1¼ 880 (900-1¼)	1300-2½ 880 (900-2½)	NA
CIRCLING	1300-1 879 (900-1)	1300-1¼ 879 (900-1¼)	1300-2½ 879 (900-2½)	NA

NE-2. 03 JUN 2010 to 01 JUL 2010

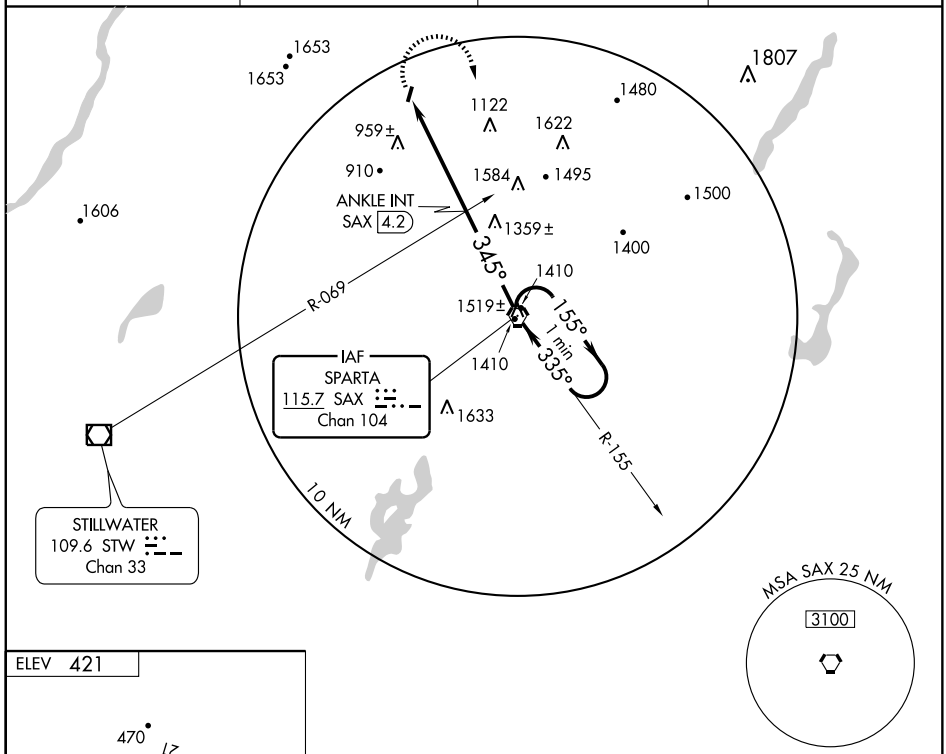
VORTAC SAX 115.7 Chan 104	APP CRS 345°	Rwy Idg N/A TDZE N/A Apt Elev 421

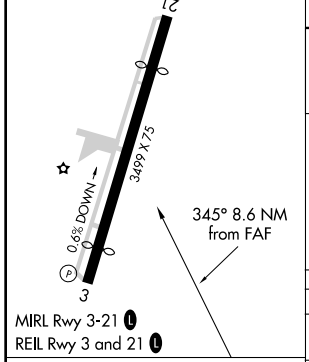
VOR-A
SUSSEX (FWN)

When local altimeter setting not received, use Teterboro altimter setting and increase all MDA 140 feet and ANKLE FIX Minimums Cats A & B visibilites ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.

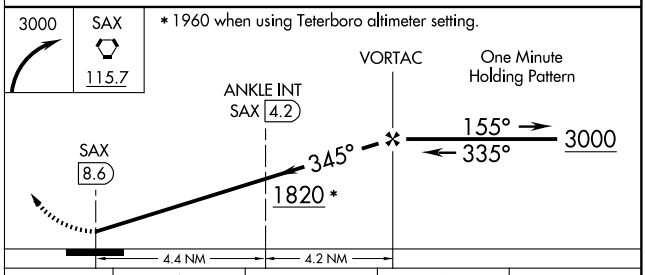
ASOS	NEW YORK APP CON	UNICOM	GCO
118.525	127.6 379.9	122.7 (CTAF)	121.725





MIRL Rwy 3-21 (L)
REIL Rwy 3 and 21 (L)

FAF to MAP 8.6 NM					
Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52



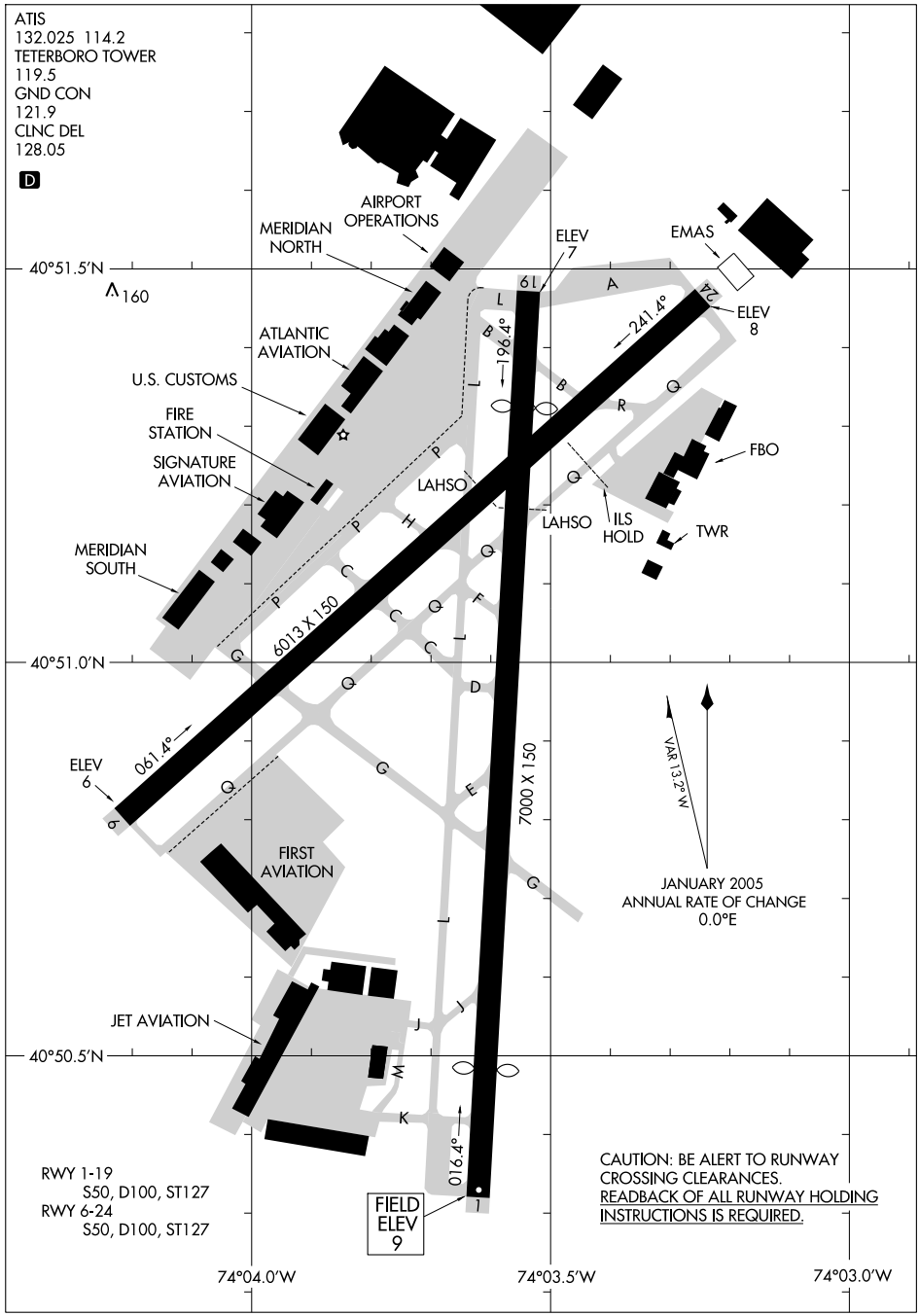
CATEGORY	A	B	C	D
CIRCLING	1820-1¼ 1399 (1400-1¼)	1820-1½ 1399 (1400-1½)	1820-3 1399 (1400-3)	NA
ANKLE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
CIRCLING	1300-1 879 (900-1)	1300-1¼ 879 (900-1¼)	1300-2½ 879 (900-2½)	NA

NE-2. 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-890 (FAA)

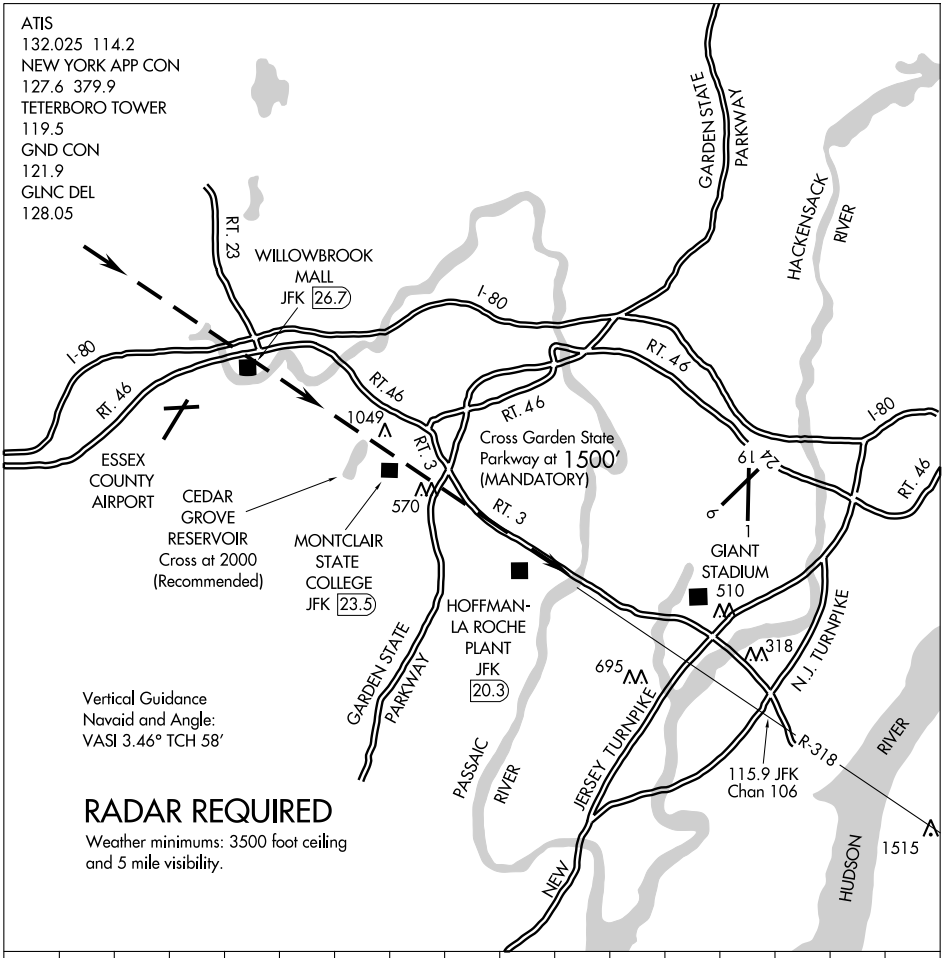
TETERBORO (TEB)
TETERBORO, NEW JERSEY



NE-2, 03 JUN 2010 to 01 JUL 2010

CEDAR GROVE VISUAL RWY 1

TETERBORO (TEB)
TETERBORO, NEW JERSEY



When cleared for a Cedar Grove Visual to Rwy 1, descend after the Willowbrook Mall so as to cross the Cedar Grove Reservoir at 2000' (recommended), and the Garden State Parkway at 1500' (mandatory). Follow Rt. 3 until Giant Stadium, then commence a turn and descent for Rwy 1. Use caution for antenna farms northeast of Cedar Grove Reservoir and southeast of Giant Stadium.

LOC I-TEB	APP CRS	Rwy Idg	6013
108.9	060°	TDZE	6
		Apt Elev	9

COPTER ILS or LOC RWY 6

TETERBORO (TEB)

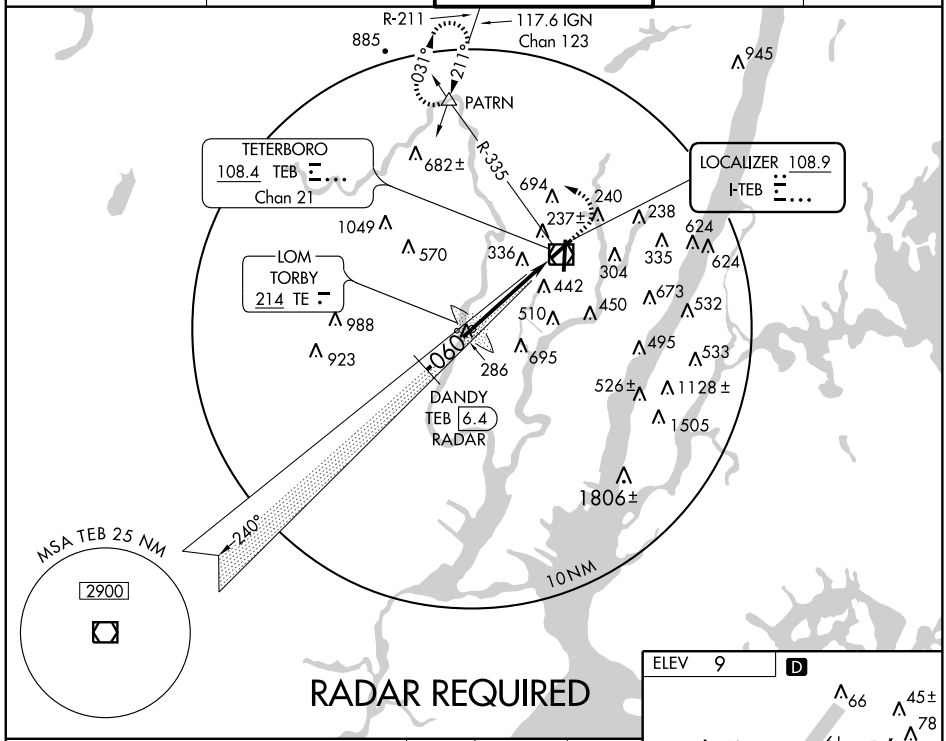
NA

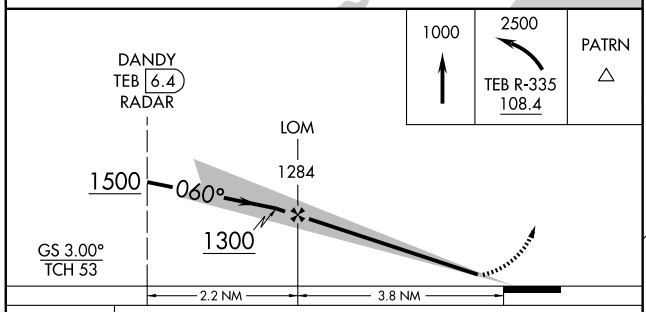
DME from TEB VOR/DME. Simultaneous reception of I-TEB and TEB DME required. DME or RADAR REQUIRED. For inoperative MALSR, increase S-ILS 6 visibility to RVR 6000. Inoperative table does not apply to S-LOC 6.

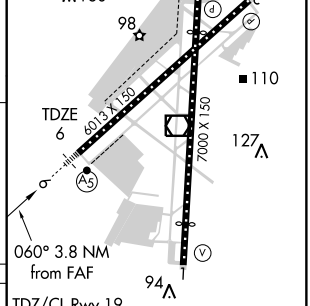
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05







TDZ/CL Rwy 19
REIL Rwys 1, 19 and 24
HIRL Rwys 1-19 and 6-24

CATEGORY	COPTER
S-ILS 6	356/40 350 (400-¾)
S-LOC 6	520/40 514 (600-¾)
CIRCLING	NA

FAF to MAP 3.8 NM

Knots	45	60	75	90	105
Min:Sec	5:04	3:48	3:02	2:32	2:10

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-TEB	APP CRS	Rwy Idg	6013
108.9	060°	TDZE	6
		Apt Elev	9

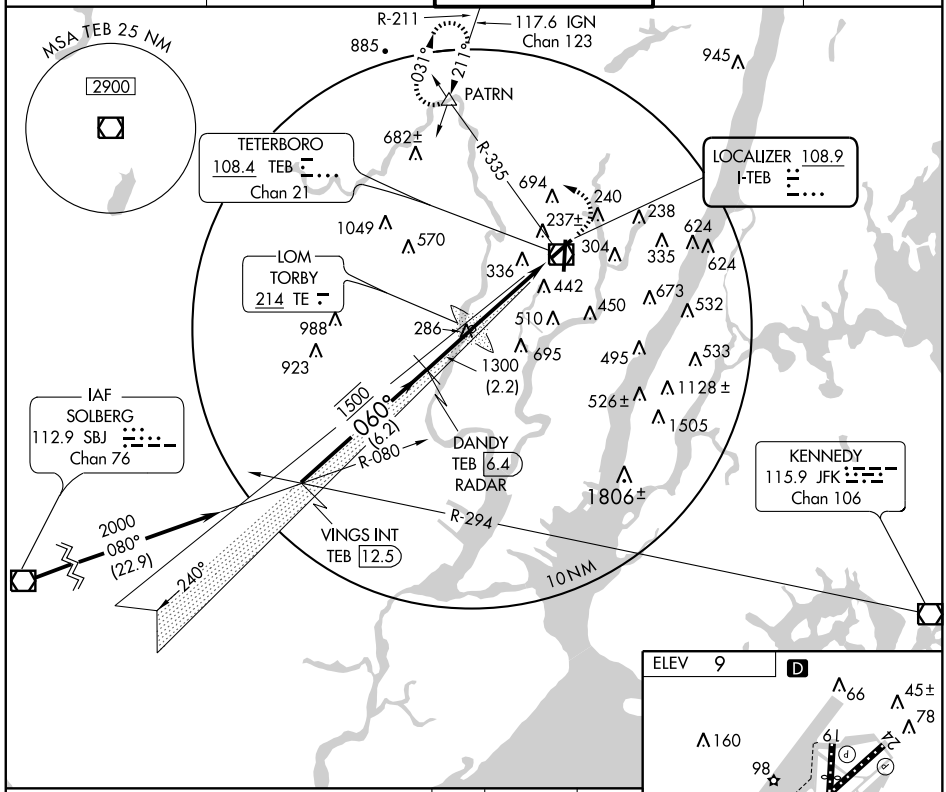
ILS or LOC RWY 6
TETERBORO (TEB)

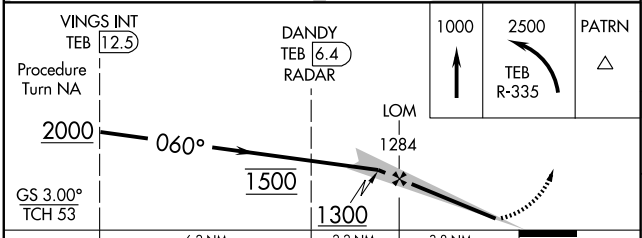
Visibility reduction by helicopters NA. DME from TEB VOR/DME. Simultaneous reception of I-TEB and TEB DME required. DME or RADAR required. For inoperative MALSR, increase S-ILS 6 all Cats visibility to RVR 6000, increase S-LOC 6 Cats A/B visibility to RVR 5000. Circling NA Cats B, C, and D NW of Rwys 6 and 19.

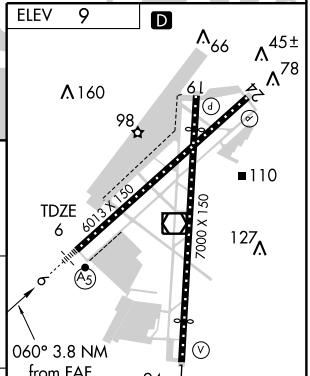
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05







CATEGORY	A	B	C	D
S-ILS 6	356/40		350 (400-¾)	
S-LOC 6	520/40	514 (600-¾)	520/50 514 (600-1)	520/60 514 (600-1¼)
CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	760-2¼ 751 (800-2¼)	820-2¾ 811 (900-2¾)

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-2. 03 JUN 2010 to 01 JUL 2010

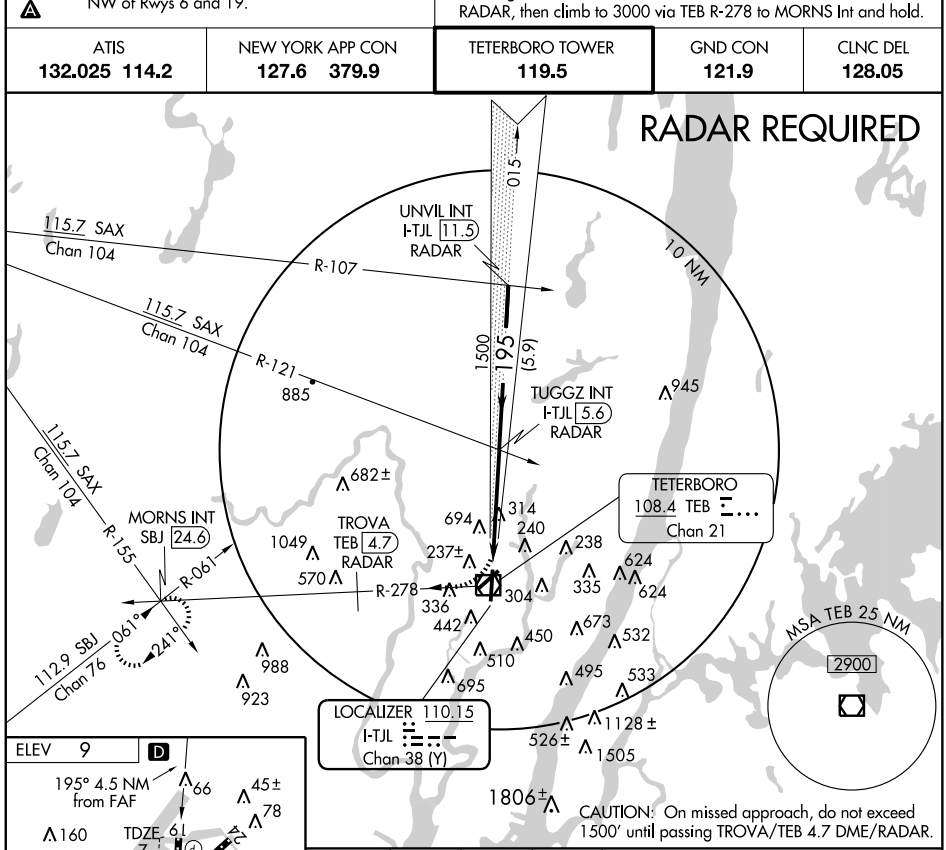
LOC/DME I-TJL	APP CRS	Rwy Idg	6230
110.15	195°	TDZE	7
Chan 38 (Y)		Apt Elev	9

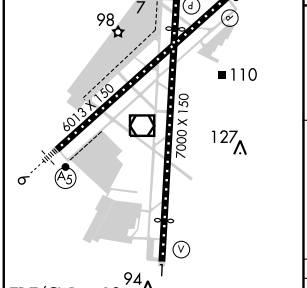
ILS RWY 19
TETERBORO (TEB)

Circling not authorized Cats. B, C and D NW of Rwys 6 and 19.

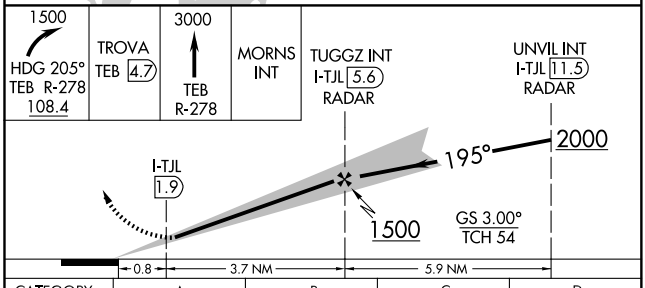
MISSED APPROACH: Immediate climbing right turn to 1500 via heading 205° and TEB VOR/DME R-278 to TROVA/4.7 DME/RADAR, then climb to 3000 via TEB R-278 to MORNS Int and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05





FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-ILS 19	307-1	300 (300-1)		
S-LOC 19	580-1 573 (600-1)		580-1½ 573 (600-1½)	580-1¾ 573 (600-1¾)
CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	760-2¼ 751 (800-2¼)	820-2¾ 811 (900-2¾)

NE-2, 03 JUN 2010 to 01 JUL 2010

(JAIKE.JAIKE2) 10154 ST-890 (FAA)

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.

UBUCK
ZENNS
TETERBORO
MORRISTOWN MUNI
ESSEX COUNTY
SOMERSET
LINDEN
SOLBERG SBJ
CENTRAL JERSEY RGNL
2100
(16)
REGLE
7000
059°
(7)
4 NM
210K
MAZIE
(5)
WACKI
11000
250 KIAS
048°
(8)
ILENE
13000
047°
(26)
JAIKE
SPNCR
(5)
(10)
047°
210K
4 NM
SISSI
BUZIE
CRRIS
PEEDS
Expect to cross at FL240.
048°
(24)
FUBRR
PALEO
(9)
(10)
NOTTINGHAM OTT
10 NM
RIISE
020°
(26)
033°
(26)
054°
(26)
MOOUR
GORDONSVILLE GVE
VAALI
BOOYA
(34)
(32)
4000
070°
(44)
034°
(33)
4000
021°
(25)
RAIMY
PATUXENT PXT
4000
048°
(56)
QBEES
MAAXY
4000
046°
(52)
4000
032°
(57)
FLAT ROCK FAK
RICHMOND RIC
HOPEWELL HPW

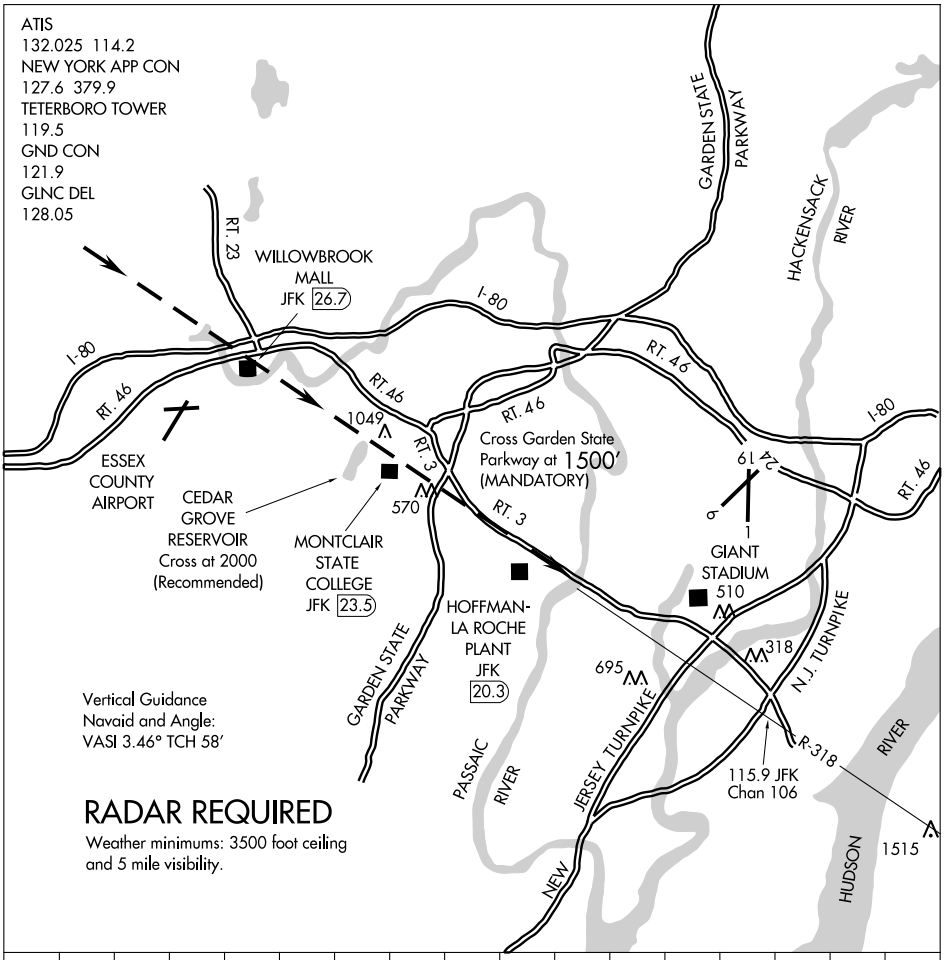
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 03 JUN 2010 to 01 JUL 2010

PASSAIC RIVER VISUAL RWY 6

TETERBORO (TEB)
TETERBORO, NEW JERSEY



When cleared for a Passaic River Visual to Rwy 6, descend after the Willowbrook Mall so as to cross the Cedar Grove Reservoir at 2000' (recommended), and the Garden State Parkway at 1500' (mandatory). Follow Rt. 3 until the Passaic River, then commence a turn and descent for Rwy 6. Use caution for antenna farms northeast of Cedar Grove Reservoir.

WAAS CH 65707 W06A	APP CRS 060°	Rwy Idg 6013 TDZE 6 Apt Elev 9

RNAV (GPS) Y RWY 6

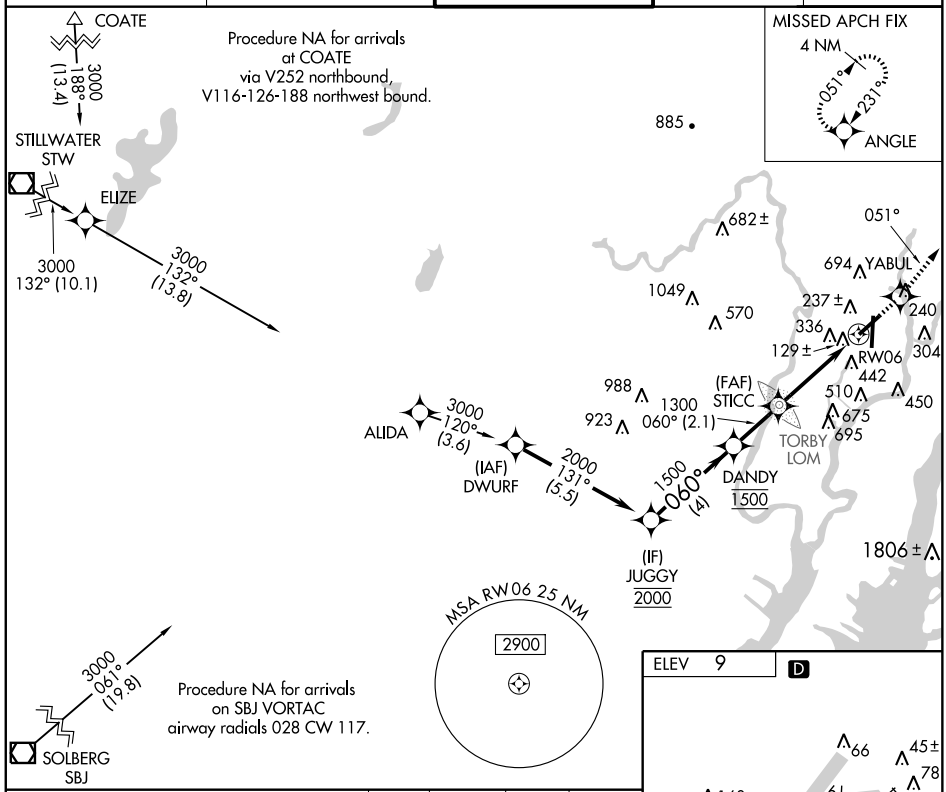
TETERBORO (TEB)

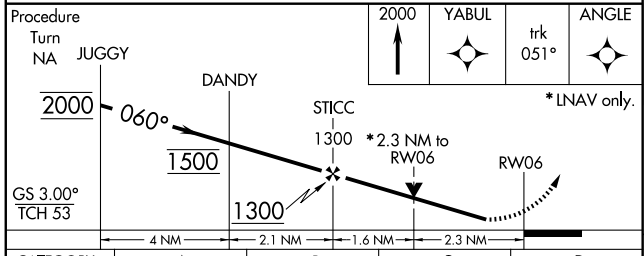
For inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and increase LNAV Cat A visibility to RVR 5000. Circling NA for Cats B, C and D northwest of Rwy 6-19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

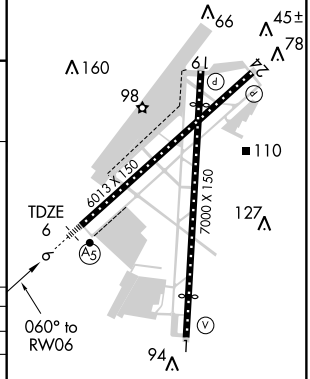
MALSR

MISSED APPROACH: Climb to 2000 direct YABUL and via track 051° to ANGLE and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05







CATEGORY	A	B	C	D
LPV DA	369/40 363 (400-¾)			
LNAV MDA	800/40 794 (800-¾)		800-1¾ 794 (800-1¾)	800-2 794 (800-2)
CIRCLING	800-1 791 (800-1)	800-1¼ 791 (800-1¼)	800-2¼ 791 (800-2¼)	820-2¾ 811 (900-2¾)

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6230
195°	TDZE	7
	Apt Elev	9

RNAV (RNP) RWY 19

TETERBORO (TEB)

Missed Approach requires RNP less than 1.0. RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1500 via right turn to FOXIB, then climb to 3000 via track 306° to MORNS and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05

Procedure NA for arrivals at COATE via V116-126-188 northwest bound.

(RNP 0.30) COATE

3000 127° (14.3)

3000 095° (21)

(RNP 0.30) STILLWATER STW

3000 095° (12)

(IAF) LELME

(IF) COMOK

2000 155° (6)

MSA RW19 25 NM 2900

HOOTH

885

1500 180° (3)

(FAF) ALSIW

945

195° (3.8)

682±

(MAP) JAPIR

694

1049

179±

240 238

624

237 304 335 624

570

336

442 450 673 532

510 495 533

695

526± 1128±

1505

1806±

3000 036° (11.1)

SHOTT

3000 044° (20)

(RNP 0.30) SOLBERG SBJ

MORNS

061° 241° 306° (5.9)

4 NM

FOXIB

988

923

(9.1)

Procedure NA for arrivals at SBJ VOR/DME on airway radials 028 CW 054.

ELEV 9 D

66 45± 78 160 TDZE 7 61 98 110 127 94

6013 X 150

7000 X 150

TDZ/CL Rwy 19
REIL Rwys 1, 19 and 24
HIRL Rwy 1-19 and 6-24

VGSI and RNAV glidepath not coincident.

1500	FOXIB	3000	MORNS
		trk 306°	

COMOK 3000 155° HOOTH 2000 180° ALSIW 1500 195° JAPIR

Procedure Turn NA

GP 3.00° TCH 54

1500

6 NM 3 NM 4 NM 0.5

CATEGORY	A	B	C	D
RNP 0.10 DA	500-1¾ 493 (500-1¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6013
060°	TDZE	6
	Apt Elev	9

RNAV (RNP) Z RWY 6

TETERBORO (TEB)

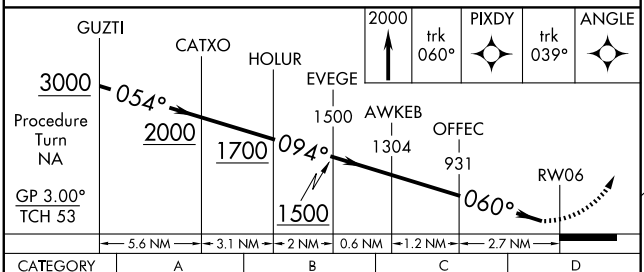
T A RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 48°C (119°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 2¼ mile.

MALSR

MISSED APPROACH: Climb to 2000 via track 060° to PIXDY and via track 039° to ANGLE and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05

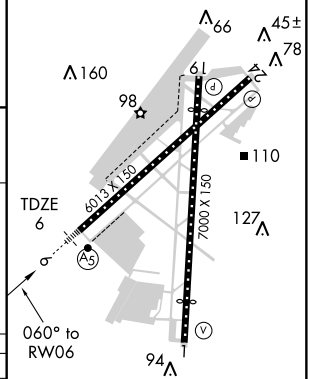
(RNP 0.30) COATE
3000
188° (13.4)
1633
Procedure NA for arrivals at COATE via V252 northbound and via V116-126-188 northwest bound.
(RNP 0.30) STILLWATER STW
3000
132° (10.1)
(IAF) ELIZE
Max 210 KIAS
3000
140° (19.7)
MISSED APCH FIX
4 NM
051°
231°
039° (1.6)
ANGLE
PIXDY
060° (4.3)
885
682±
694
1049
237±
1500
094° (2)
570
(1.2)
336
(FAF) EVEGE
OFFEC
RW06
442
988
923
1700
(3.1)
HOLUR
AWKEB
695
510
450
060° (2.7)
CATXO
094° (0.6)
2000
054°
(5.6)
MSA RW06 25 NM
2900
(IF) GUZTI
Max 180 KIAS
(IAF) (RNP 0.30) SOLBERG SBJ
3000
080° (20)
Procedure NA for arrivals at SBJ VOR/DME on airway radials 028 CW 117.



CATEGORY	A	B	C	D
RNP 0.30 DA	679-2		673 (700-2)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 9 D

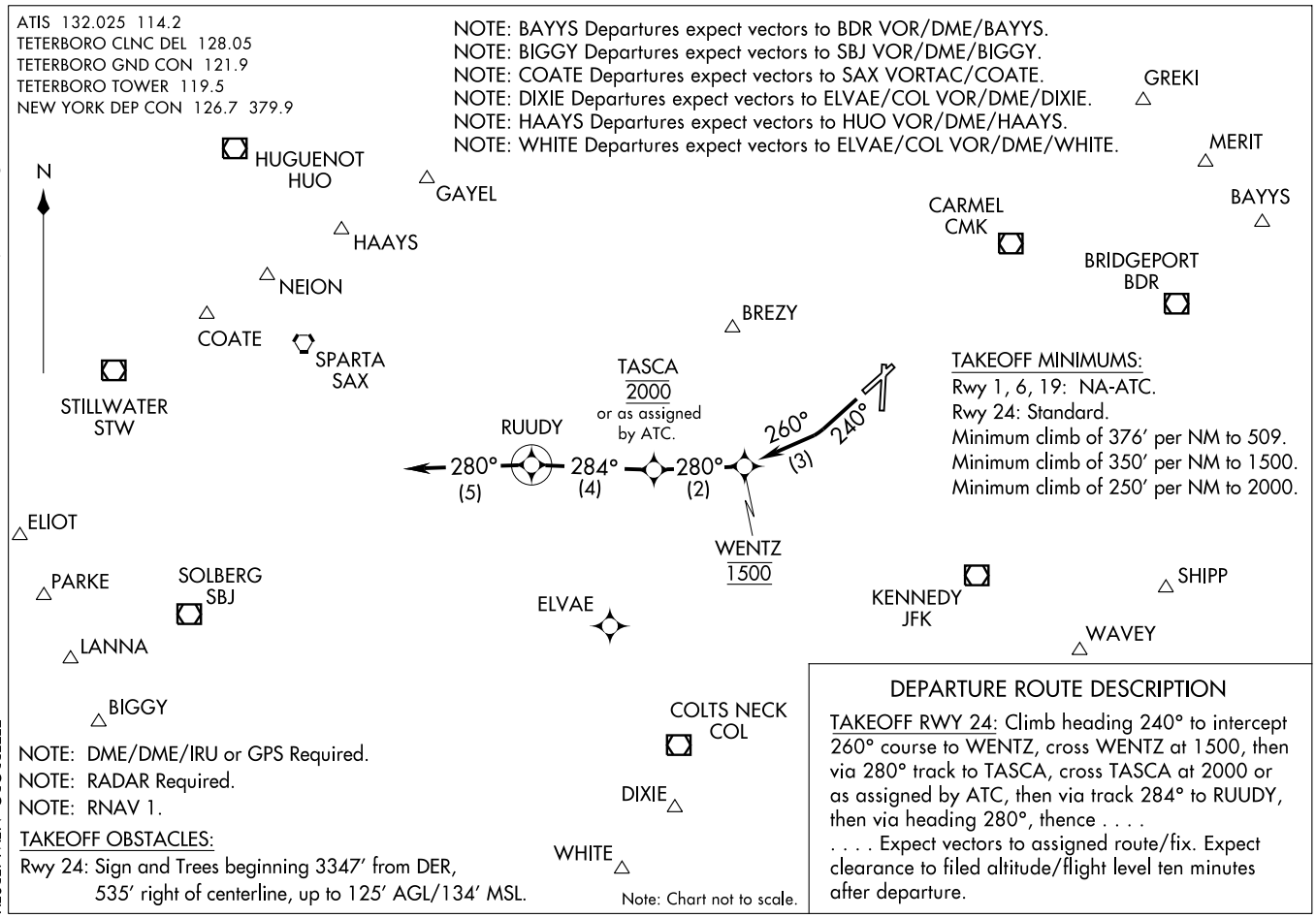


TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

NE-2, 03 JUN 2010 to 01 JUL 2010

ATIS 132.025 114.2
TETERBORO CLNC DEL 128.05
TETERBORO GND CON 121.9
TETERBORO TOWER 119.5
NEW YORK DEP CON 126.7 379.9

NOTE: BAYYS Departures expect vectors to BDR VOR/DME/BAYYS.
NOTE: BIGGY Departures expect vectors to SBJ VOR/DME/BIGGY.
NOTE: COATE Departures expect vectors to SAX VORTAC/COATE.
NOTE: DIXIE Departures expect vectors to ELVAE/COL VOR/DME/DIXIE.
NOTE: HAAYS Departures expect vectors to HUO VOR/DME/HAAYS.
NOTE: WHITE Departures expect vectors to ELVAE/COL VOR/DME/WHITE.



TAKEOFF MINIMUMS:
Rwy 1, 6, 19: NA-ATC.
Rwy 24: Standard.
Minimum climb of 376′ per NM to 509.
Minimum climb of 350′ per NM to 1500.
Minimum climb of 250′ per NM to 2000.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.

TAKEOFF OBSTACLES:
Rwy 24: Sign and Trees beginning 3347′ from DER, 535′ right of centerline, up to 125′ AGL/134′ MSL.

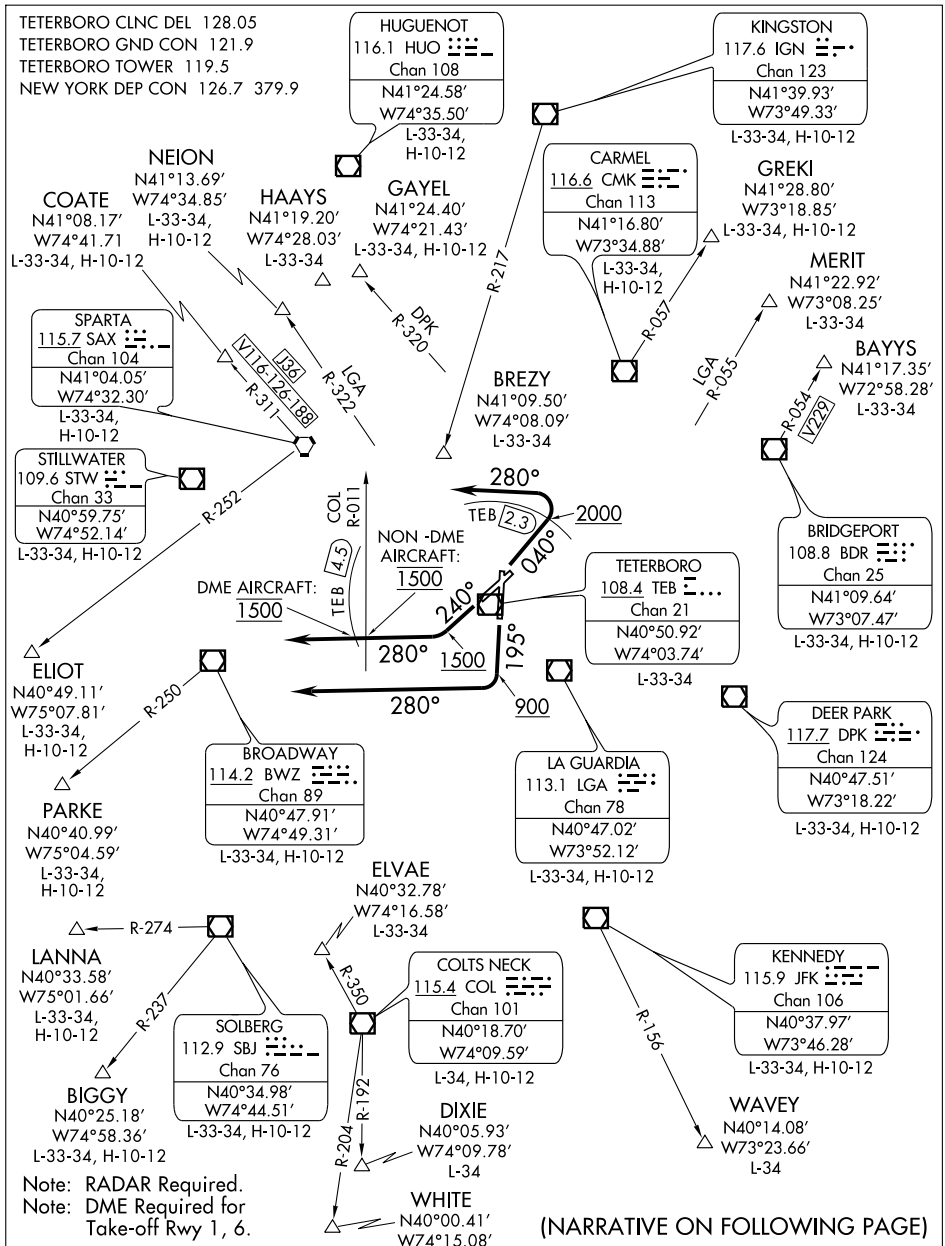
Note: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 24: Climb heading 240° to intercept 260° course to WENTZ, cross WENTZ at 1500, then via 280° track to TASCA, cross TASCA at 2000 or as assigned by ATC, then via track 284° to RUUDY, then via heading 280°, thence . . . .
. . . . Expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

TETERBORO SIX DEPARTURE

SL-890 (FAA)



Note: RADAR Required.
Note: DME Required for Take-off Rwy 1, 6.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:

Rwy 1, 6: Standard with minimum climb of 500′ per NM to 1500.
Rwy 19: 600-2¼ or Standard with minimum climb of 352′ per NM to 700.
Rwy 24: Standard. ATC climb of 360′ per NM to 1500.

Note: Chart not to scale.

NE-2, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1/6: Climb to 2000 via heading 040° to TEB 2.3 DME, then climbing left turn via heading 280°, maintain 2000, thence . . . .
TAKE-OFF RUNWAY 19: Climb heading 195° to 900, then climbing right turn to 2000 via heading 280°, maintain 2000, thence . . . .
TAKE-OFF RUNWAY 24: Climb heading 240° to 1500 then climbing right turn via heading 280°, cross TEB 4.5 DME at 1500 (non-DME Aircraft cross COL R-011 at 1500), maintain 2000, thence . . . .
. . . . as per notes or via vector to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

PROCEDURAL NOTES:
BAYYS departures expect vectors to BDR/BDR R-054.
BIGGY departures expect vectors to SBJ/SBJ R-237.
BREZY departures expect vectors to IGN R-217 to BREZY.
COATE departures expect vectors to SAX/SAX R-311.
ELIOT departures expect vectors to SAX R-252.
GAYEL departures expect vectors to DPK R-320.
GREKI departures expect vectors to CMK/CMK R-057.
HAAYS departures expect vectors to HUO.
LANNA departures expect vectors to SBJ/SBJ R-274.
MERIT departures expect vectors to LGA R-055.
NEION departures expect vectors to LGA R-322.
PARKE departures expect vectors to BWZ R-250.
WAVEY departures expect vectors to JFK/JFK R-156.
WHITE/DIXIE departures expect vectors to COL R-350 or ELVAE/COL.
Thence WHITE via COL R-204 or DIXIE via COL R-192.

TAKE-OFF OBSTACLES:

Rwy 1: Vents and trees beginning 195′ from DER, 507′ left of centerline, up to 73′ AGL/82′ MSL. Poles and trees beginning 903′ from DER, 136′ right of centerline, up to 44′ AGL/53′ MSL.

Rwy 6: Sign, poles, buildings and trees beginning 235′ from DER, 10′ left of centerline, up to 106′ AGL/115′ MSL. Building, poles and trees beginning 335′ from DER, 101′ right of centerline, up to 92′ AGL/101′ MSL.

Rwy 19: Vent on building and trees beginning 215′ from DER, 1′ left of centerline, up to 77′ AGL/86′ MSL. Blast fence, poles, and trees beginning 185′ from DER, 117′ right of centerline, up to 83′ AGL/92′ MSL. Tower 1.9 NM from DER, 1621′ right of centerline, 500′ AGL′/510′ MSL.

Rwy 24: Sign and trees beginning 3347′ from DER, 535′ right of centerline, up to 125′ AGL/134′ MSL.

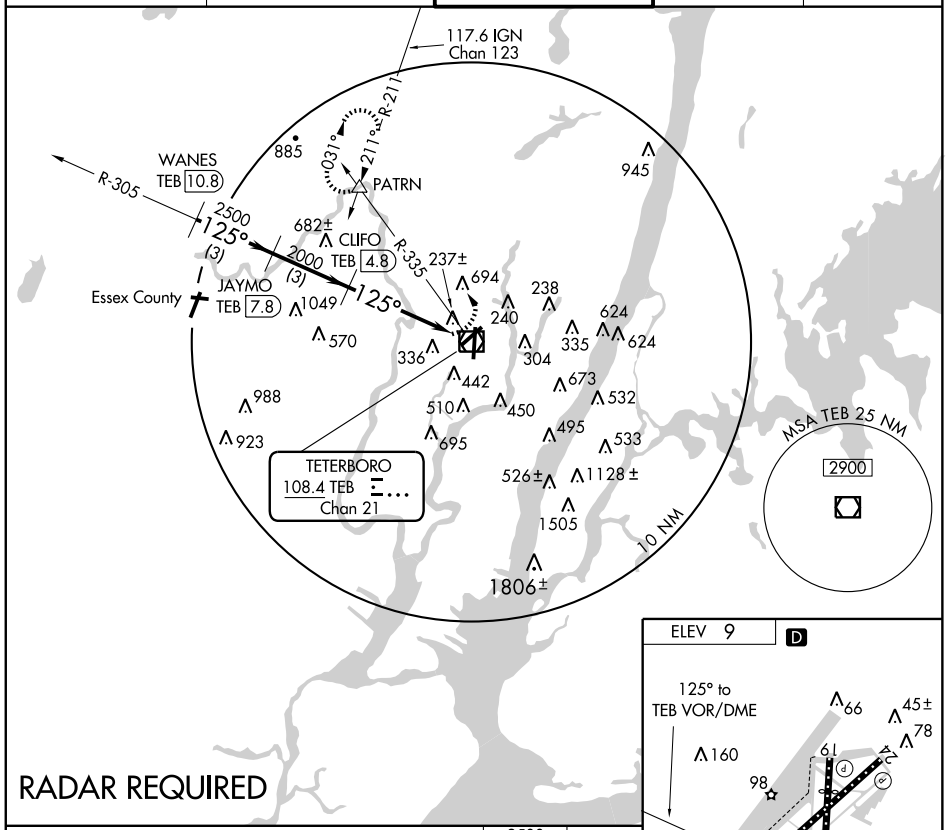
VOR/DME TEB	APP CRS	Rwy Idg	N/A
108.4	125°	TDZE	N/A
Chan 21		Apt Elev	9

VOR/DME-A
TETERBORO (TEB)

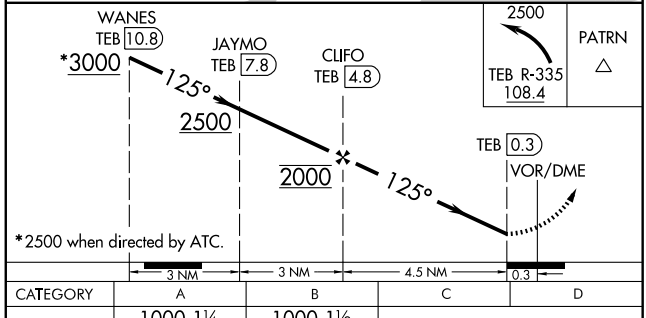
Circling NA CATs B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.

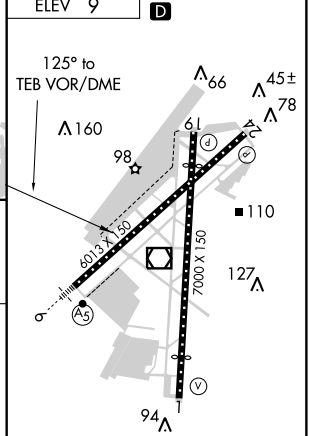
ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05



RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1000-1¼ 991 (1000-1¼)	1000-1½ 991 (1000-1½)	1000-3 991 (1000-3)	



TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME TEB	APP CRS	Rwy Idg	N/A
108.4	202°	TDZE	N/A
Chan 21		Apt Elev	9

VOR/DME-B
TETERBORO (TEB)

Circling NA Cat. B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Climbing right turn to 2500 via TEB R-335 to PATRN Int and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05

SPARTA
115.7 SAX
Chan 104

R-205

BUDDS INT
STW 14

109.6 STW
Chan 33

3000
111°
(24.3)

R-121

R-211 117.6 IGN Chan 123

R-022

885

031°

211°

PATRN

022°
1 min
202°

(IAF)
TELLO INT
TEB 5

945

682±

R-335

694

202°

2000
022° (5)

237±

240

238

335

624

1049

570

TEB
1

304

624

336

442

673

532

988

450

923

695

510

495

533

526±

1128±

TETERBORO
108.4 TEB
Chan 21

1505

1806±

10 NM

MSA TEB 25 NM
2900

ELEV 9 D

202° to TEB VOR/DME

66

45±

78

160

98

61

110

127

6013 X 150

7000 X 150

94

2500
TEB R-335
108.4

PATRN

TELLO INT
TEB 5

One Minute
Holding Pattern

TEB
1

022°
202°
2000

VOR/DME

202°

960

1 NM

4 NM

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

CATEGORY	A	B	C	D
CIRCLING	800-1 791 (800-1)	800-1¼ 791 (800-1¼)	800-2¼ 791 (800-2¼)	820-2¾ 811 (900-2¾)

NE-2, 03 JUN 2010 to 01 JUL 2010

VOR/DME TEB	APP CRS	Rwy Idg 6013
108.4	064°	TDZE 6
Chan 21		Apt Elev 9

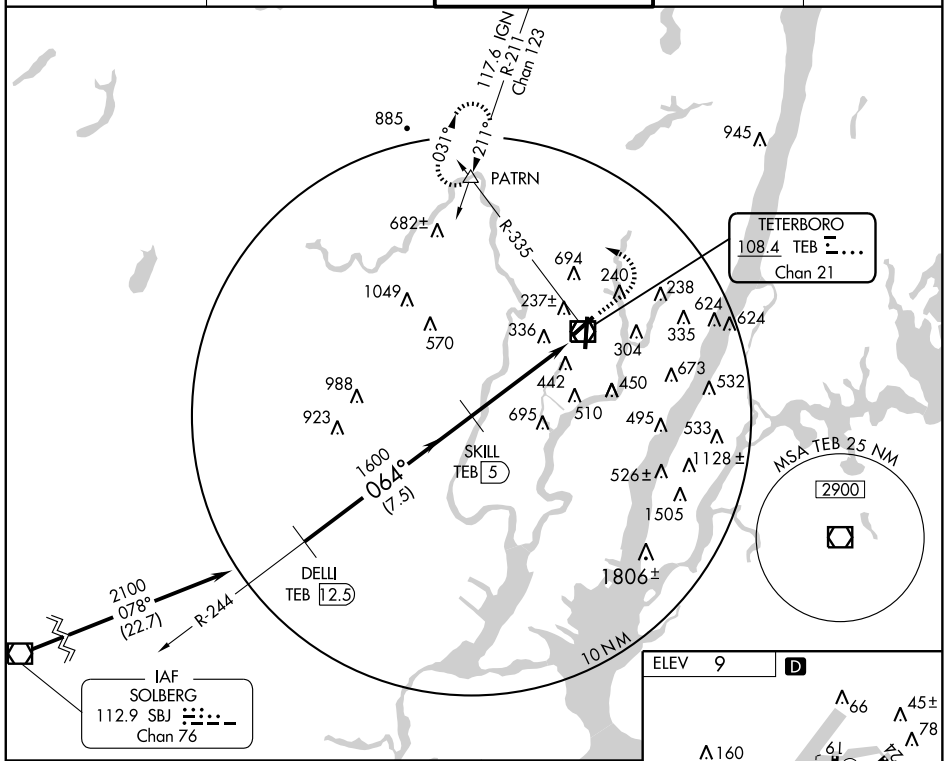
VOR/DME RWY 6
TETERBORO (TEB)

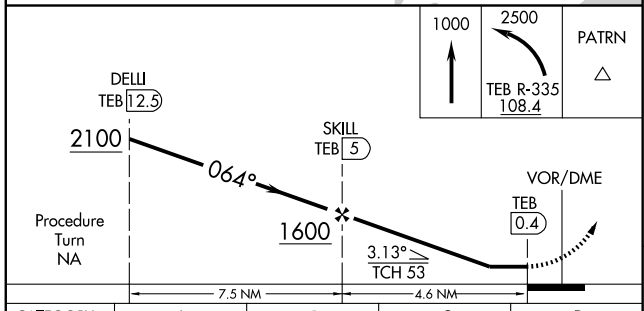
Circling NA Cats B, C and D NW of Rwys 6 and 19.

MALSR

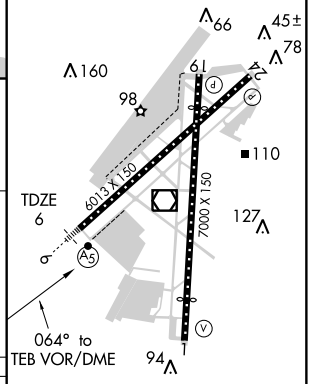
MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05





CATEGORY	A	B	C	D
S-6	700/50 694 (700-1)		700-1½ 694 (700-1½)	700-1¾ 694 (700-1¾)
CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	760-2 ¼ 751 (800-2 ¼)	820-2 ¾ 811 (900-2¾)



TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME TEB	APP CRS	Rwy Idg	6013
108.4	231°	TDZE	8
Chan 21		Apt Elev	9

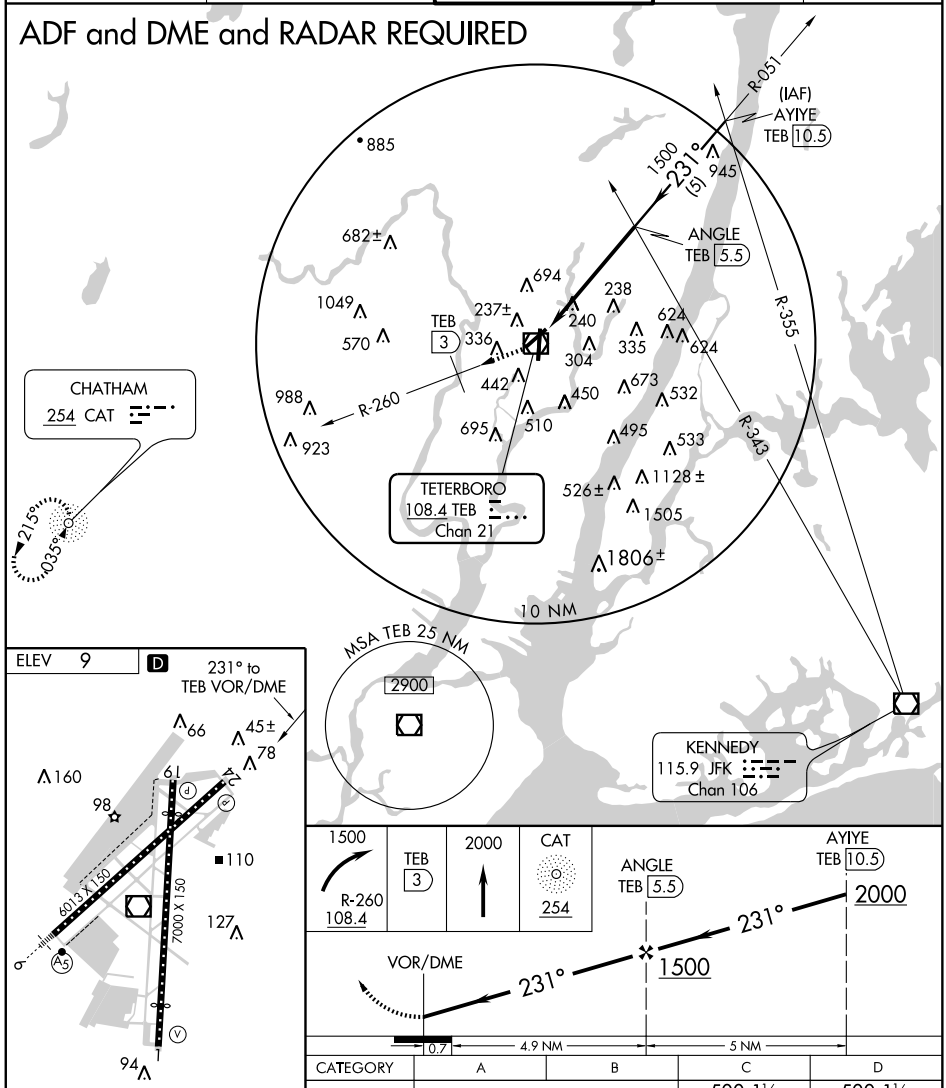
VOR RWY 24
TETERBORO (TEB)

Circling NA CATs B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Climbing right turn to 1500 via TEB R-260 to 3 DME then climb to 2000 direct CAT NDB and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.025 114.2	127.6 379.9	119.5	121.9	128.05

ADF and DME and RADAR REQUIRED

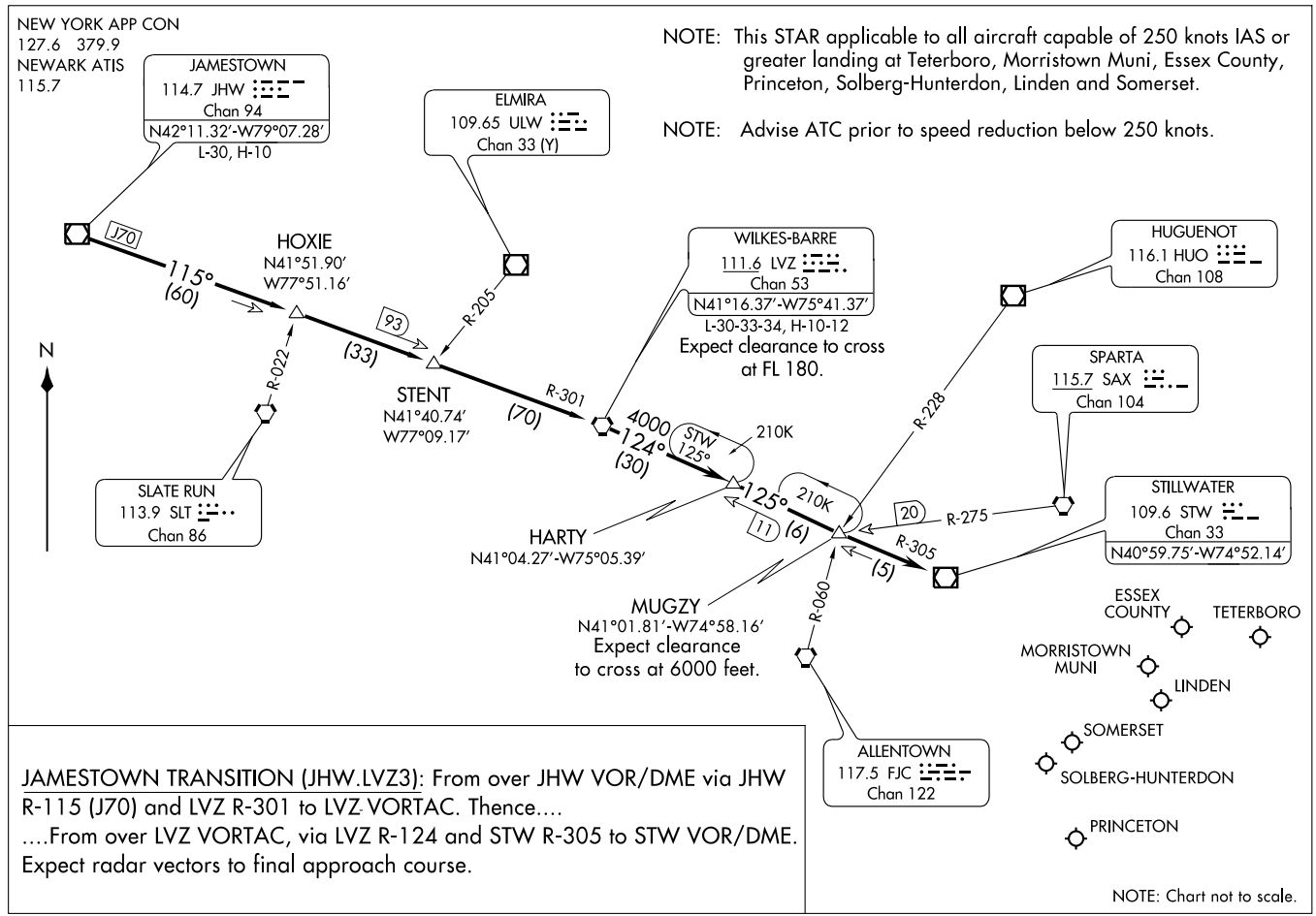


TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

CATEGORY	A	B	C	D
S-24	500-1 492 (500-1)		500-1¼ 492 (500-1¼)	500-1½ 492 (500-1½)
CIRCLING	760-1 751 (800-1)	1000-1½ 991 (1000-1½)	1000-3 991 (1000-3)	

NE-2, 03 JUN 2010 to 01 JUL 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



LOC I-MJX	APP CRS	Rwy Idg	5949
109.9	061°	TDZE	82
		Apt Elev	82

ILS RWY 6

TOMS RIVER/ ROBERT J. MILLER AIR PARK (MJX)

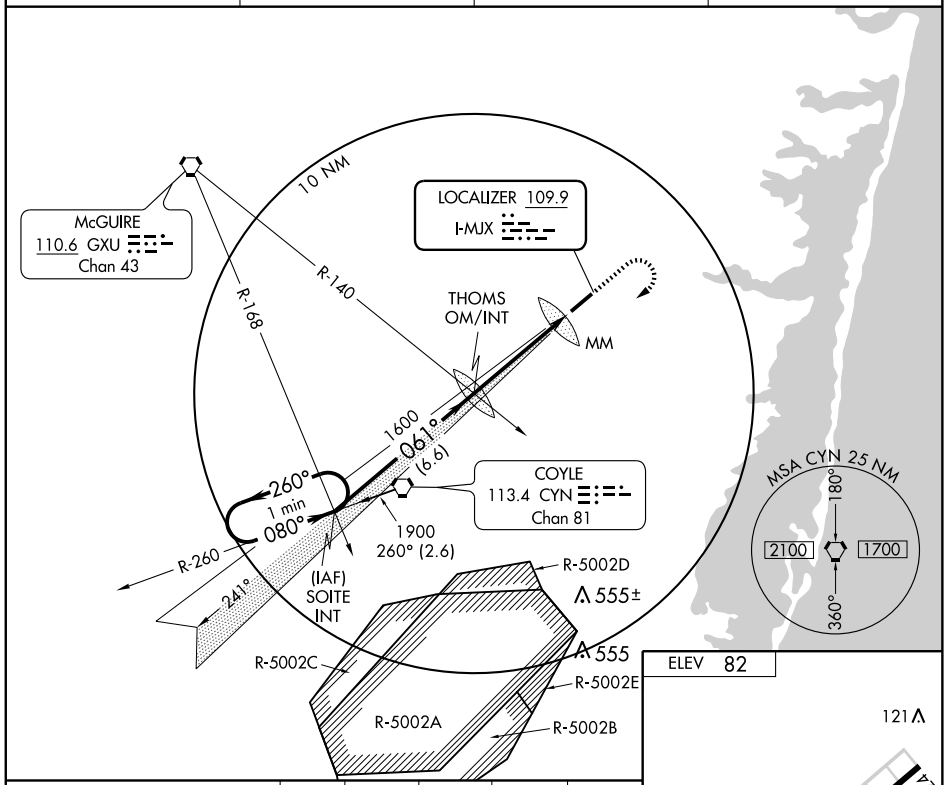
If local altimeter setting not received, use McGuire AFB altimeter setting and increase all DH/MDAs 60 feet.

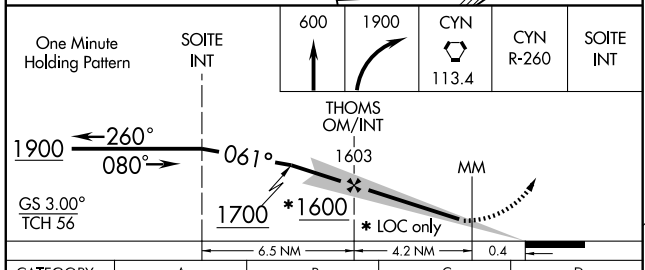
NA

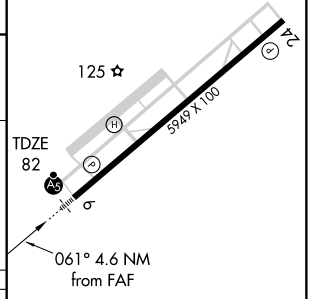
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 1900 direct CYN VORTAC then via CYN R-260 to SOITE Int and hold.

AWOS-3	MCGUIRE APP CON	UNICOM	GCO
119.875	124.15 363.8	122.7 (CTAF) L	121.725







CATEGORY	A	B	C	D
S-ILS 6	282-½ 200 (200-½)			
S-LOC 6	520-½ 438 (500-½)		520-¾ 438 (500-¾)	520-1 438 (500-1)
CIRCLING	520-1 438 (500-1)	540-1 458 (500-1)	540-1½ 458 (500-1½)	640-2 558 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L

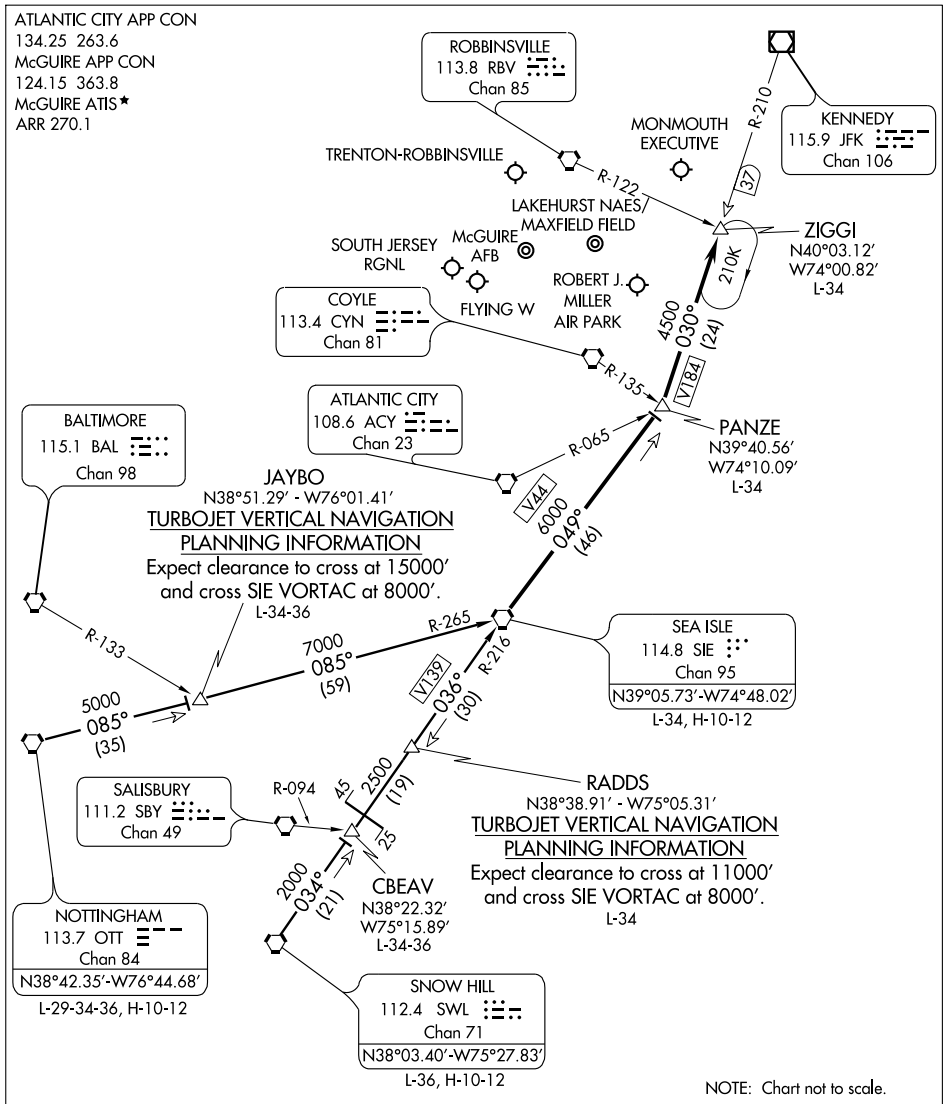
FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-2. 03 JUN 2010 to 01 JUL 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

VORTAC CYN 113.4 Chan 81	APP CRS 054°	Rwy Idg 5949 TDZE 82 Apt Elev 82

VOR or GPS RWY 6

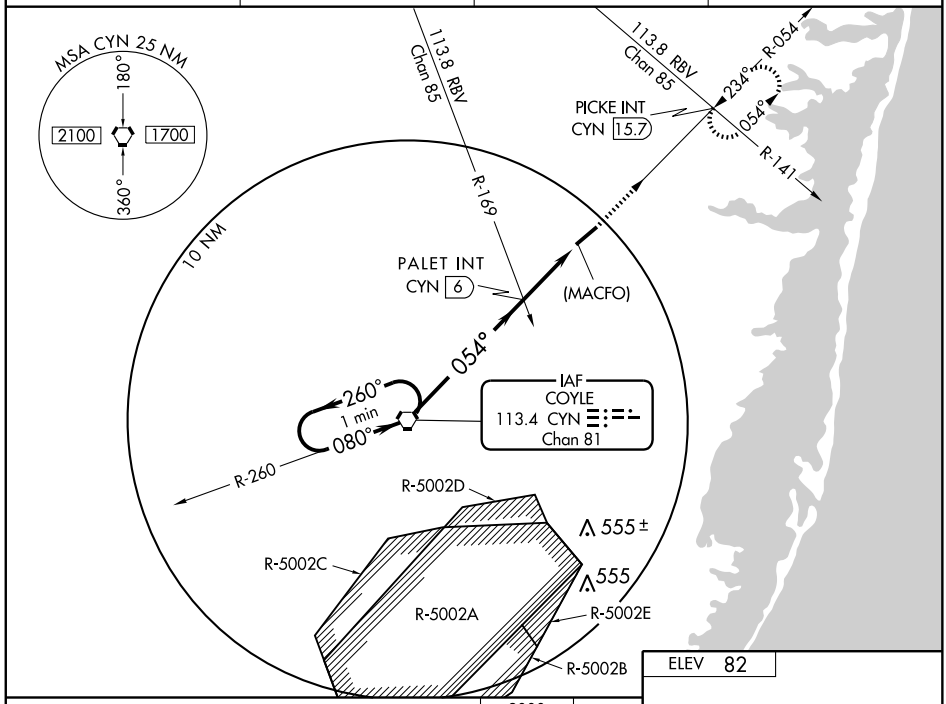
TOMS RIVER/ROBERT J. MILLER AIR PARK (MJX)

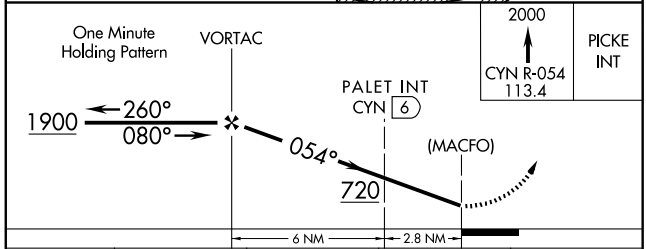
Use McGuire AFB altimeter setting.
ACTIVATE MALS Rwy 6 UNICOM.
NA Inoperative table does not apply to CAT C.

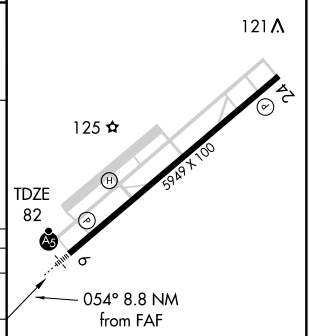
MALSR

MISSED APPROACH: Climb to 2000 via CYN R-054 to PICKE Int/15.7 DME and hold.

AWOS-3	MCGUIRE APP CON	UNICOM	GCO
119.875	124.15 363.8	122.7 (CTAF) L	121.725







CATEGORY	A	B	C	D
S-6	720-¾ 638 (700-¾)		720-1¾ 638 (700-1¾)	720-2 638 (700-2)
CIRCLING	720-1 638 (700-1)		720-1¾ 638 (700-1¾)	720-2 638 (700-2)
DUAL VOR or VOR/DME MINIMA				
S-6	520-¾ 438 (500-¾)		520-1¼ 438 (500-1¼)	520-1½ 438 (500-1½)
CIRCLING	520-1 438 (500-1)	540-1 458 (500-1)	540-1½ 458 (500-1½)	640-2 558 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L

FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC CYN	APP CRS	Rwy Idg	5949
113.4	234°	TDZE	82
Chan 81		Apt Elev	82

VOR or GPS RWY 24

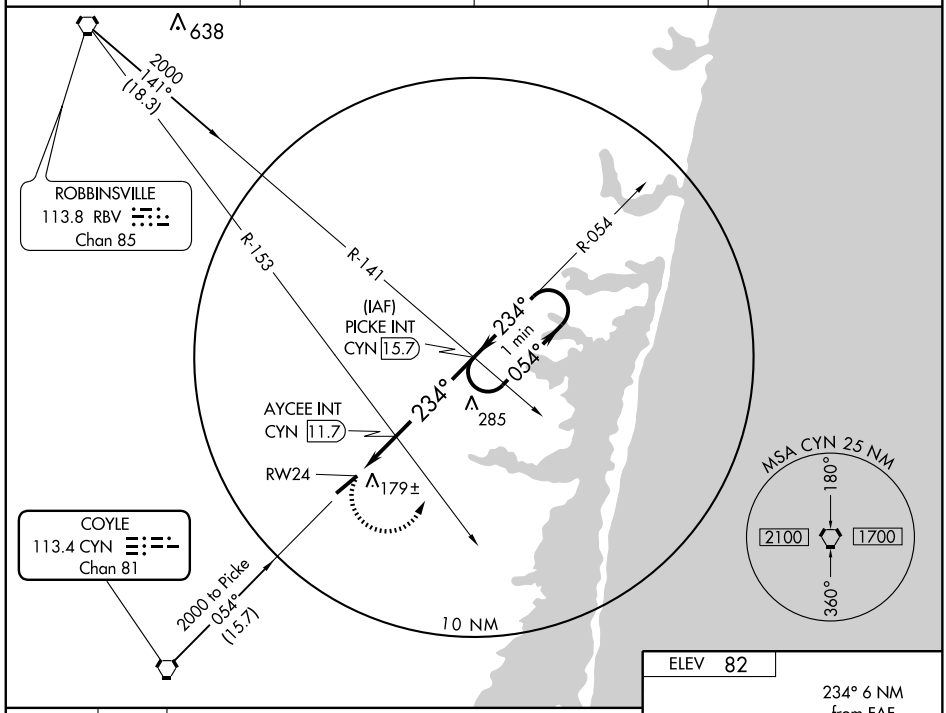
TOMS RIVER/ ROBERT J. MILLER AIR PARK (MJX)

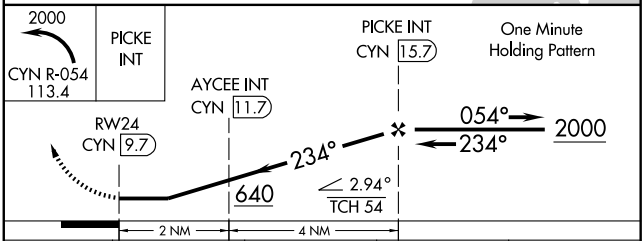
NA

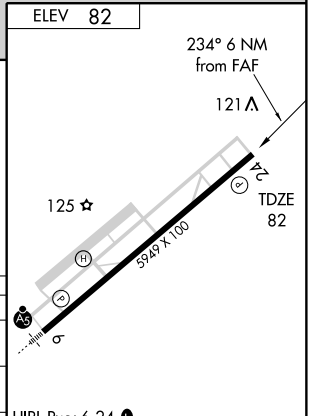
Use McGuire AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via CYN R-054 to PICKE Int and hold.

AWOS-3	MCGUIRE APP CON	UNICOM	GCO
119.875	124.15 363.8	122.7 (CTAF) L	121.725







CATEGORY	A	B	C	D
S-24	640-1 558 (600-1)		640-1½ 558 (600-1½)	640-1¾ 558 (600-1¾)
CIRCLING	640-1 558 (600-1)		640-1½ 558 (600-1½)	640-2 558 (600-2)
DUAL VOR OR DME MINIMUMS				
S-24	480-1 398 (400-1)			480-1¼ 398 (400-1¼)
CIRCLING	540-1 458 (500-1)		540-1½ 458 (500-1½)	640-2 558 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

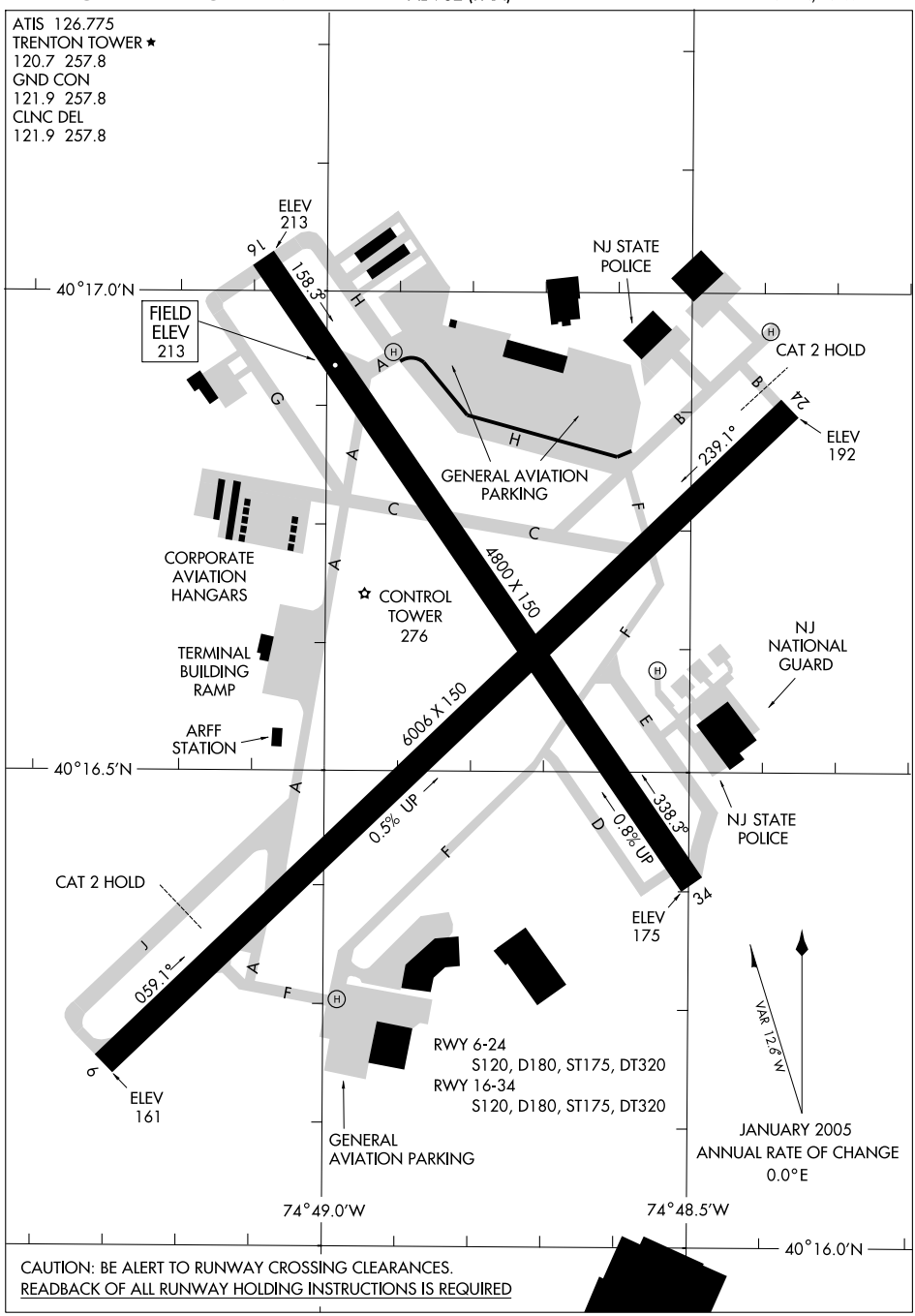
NE-2. 03 JUN 2010 to 01 JUL 2010

08045

AIRPORT DIAGRAM

AL-982 (FAA)

TRENTON MERCER (TTN)
TRENTON, NEW JERSEY

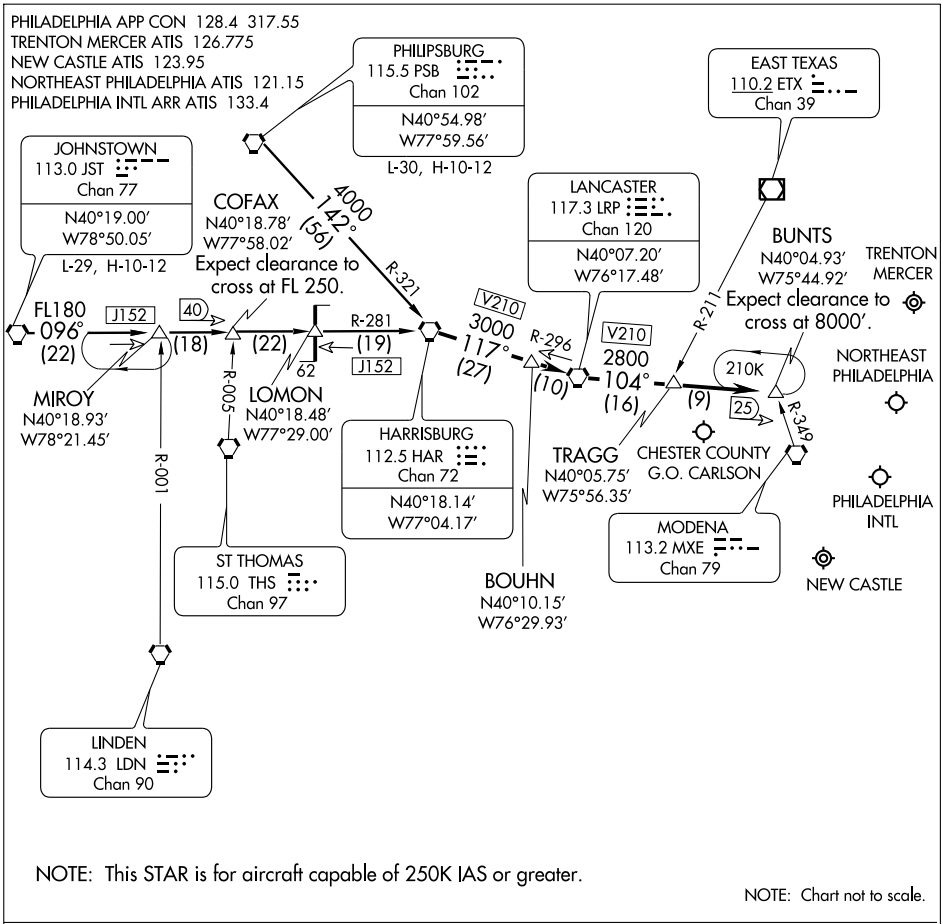


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED

NE-2, 03 JUN 2010 to 01 JUL 2010

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

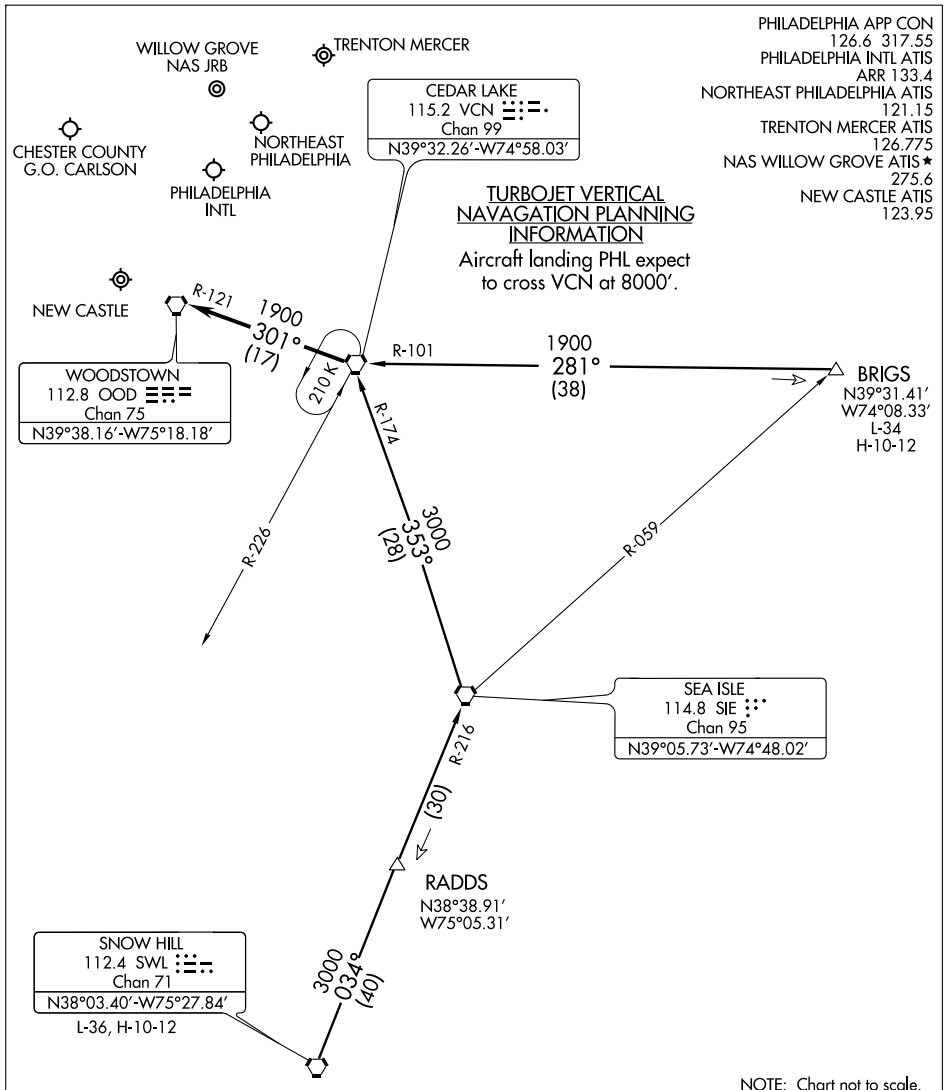
JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

NE-4, 03 JUN 2010 to 01 JUL 2010

DUPONT FOUR ARRIVAL (HEDGE.DPNT4)

08101

ST-320 (FAA)

PHILADELPHIA, PENNSYLVANIA

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .

GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .

PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .

. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.

NOTE: PXT transition as assigned by ATC only.

DUPONT
114.0 DQO
Chan 87

WILLOW GROVE NAS JRB

TRENTON MERCER

NORTHEAST PHILADELPHIA

CHESTER COUNTY G.O. CARLSON

CEDAR LAKE
115.2 VCN
Chan 99

PHILADELPHIA INTL

R-195

14

R-270

TERRI
N39°26.73′-W75°38.00′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 10,000′ and 250 Kts.

210K

R-346

14

ATLANTIC CITY
108.6 ACY
Chan 23

015° (23)

R-226

13

SMYRNA
111.4 ENO
Chan 51

BALTIMORE
115.1 BAL
Chan 98

JAYBO
N38°51.29′-W76°01.41′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 15,000′.

CANNY
N39°03.67′
W75°40.68′

R-246

R-133

R-276

HEDGE
N38°53.54′
W75°50.24′

25

046° (13)

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′

R-265

(9)

45

(15)

R-289

SEA ISLE
114.8 SIE
Chan 95

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

085° (35)

82

GARED
N38°41.67′-W76°01.37′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 13,000′.

R-248

18,000
064°
(78)

R-234

R-226

WATERLOO
112.6 ATR
Chan 73

N

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

18,000
042°
(87)

PATUXENT
117.6 PXT
Chan 123
N38°17.27′
W76°24.01′
L-34-36, H-10-12

4000
046°
(30)

R-334

SNOW HILL
112.4 SWL
Chan 71

NOTE: Chart not to scale.

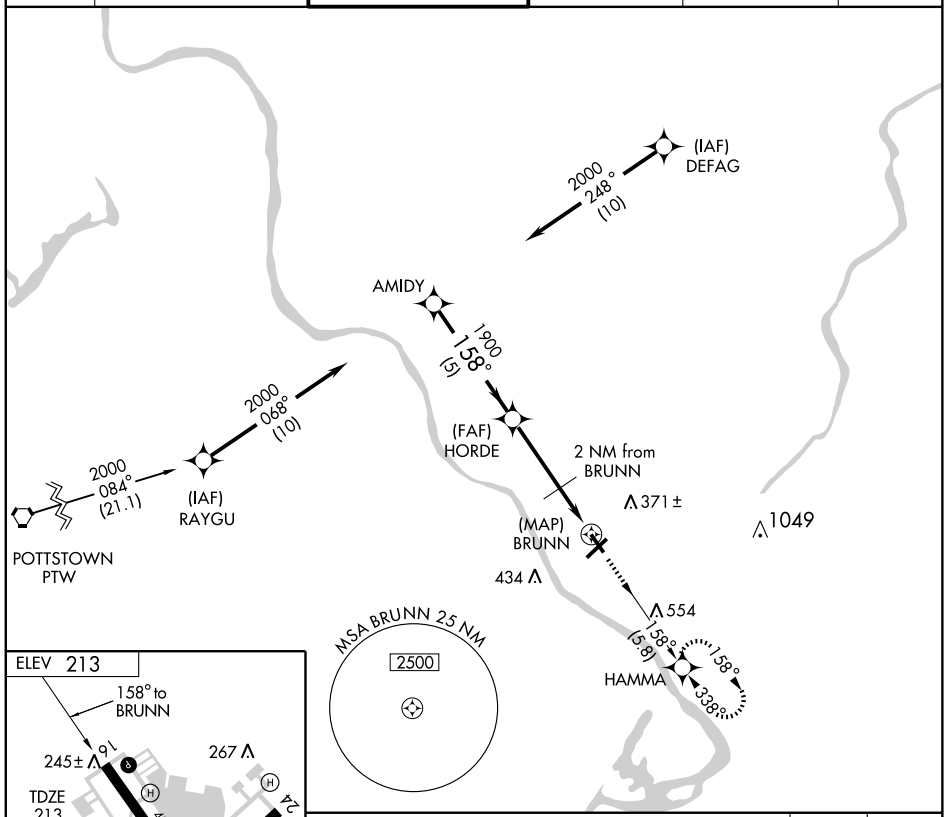
APP CRS	Rwy Idg	4800
158°	TDZE	213
	Apt Elev	213

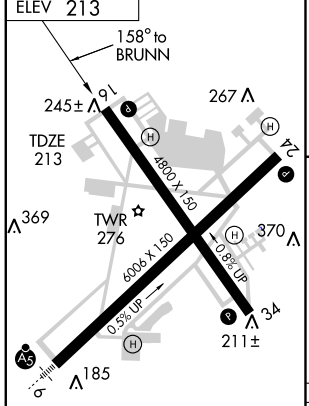
GPS RWY 16
TRENTON MERCER (TTN)

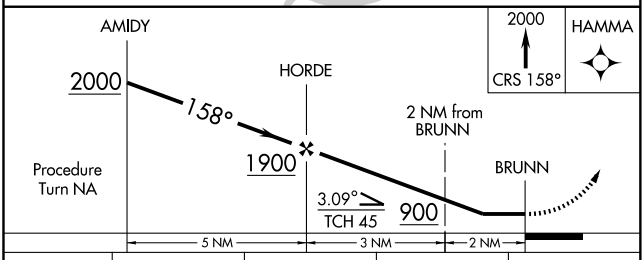
NA

MISSED APPROACH: Climb to 2000 via 158° course to HAMMA WP and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
S-16	620-1	407 (500-1)	620-1¼	407 (500-1¼)
CIRCLING	680-1	467 (500-1)	680-1½ 467 (500-1½)	780-2 567 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

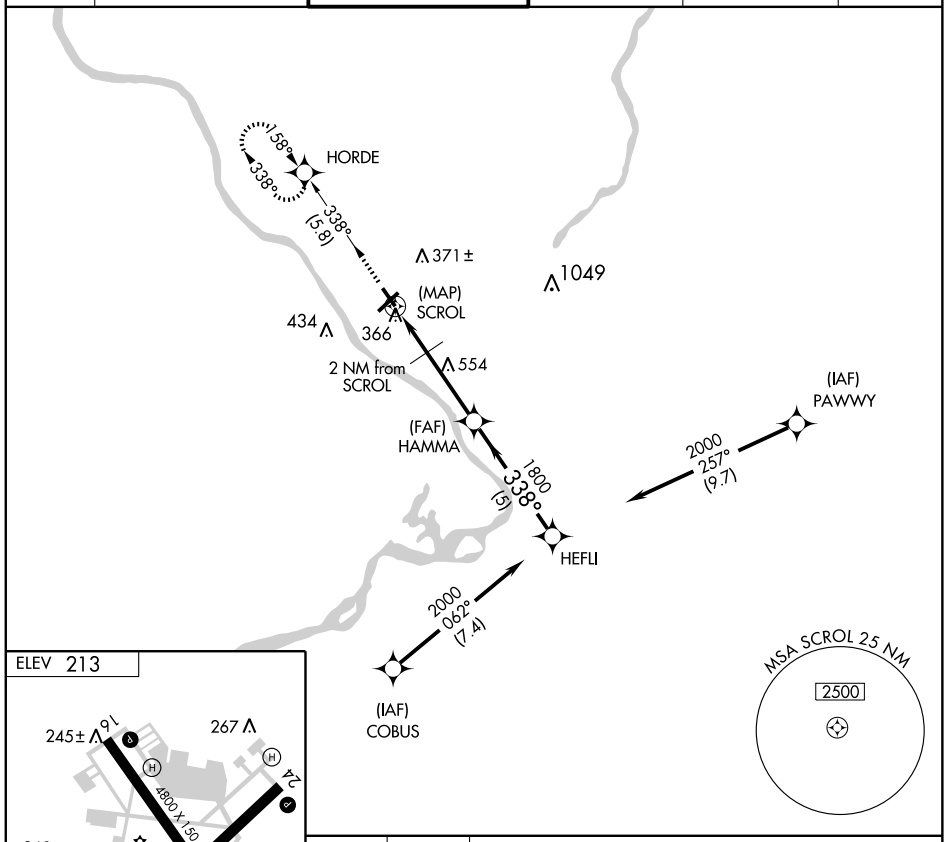
APP CRS	Rwy Idg	4800
338°	TDZE	203
	Apt Elev	213

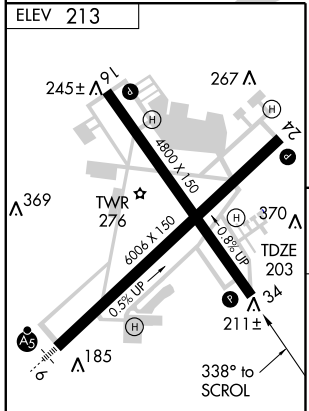
GPS RWY 34
TRENTON MERCER (TTN)

NA

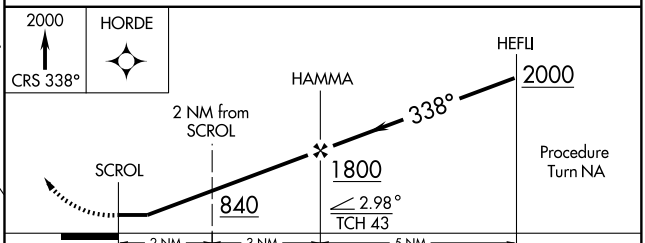
MISSED APPROACH: Climb to 2000 via 338° course to HORDE WP and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95





HIRL Rwys 6-24 and 16-34 L
REIL Rwys 16, 24 and 34 L



CATEGORY	A	B	C	D
S-34	620-1	417 (500-1)	620-1¼	417 (500-1¼)
CIRCLING	680-1	467 (500-1)	680-1½ 467 (500-1½)	780-2 567 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-TTN	APP CRS	Rwy Idg	6006
111.3	058°	TDZE	186
		Apt Elev	213

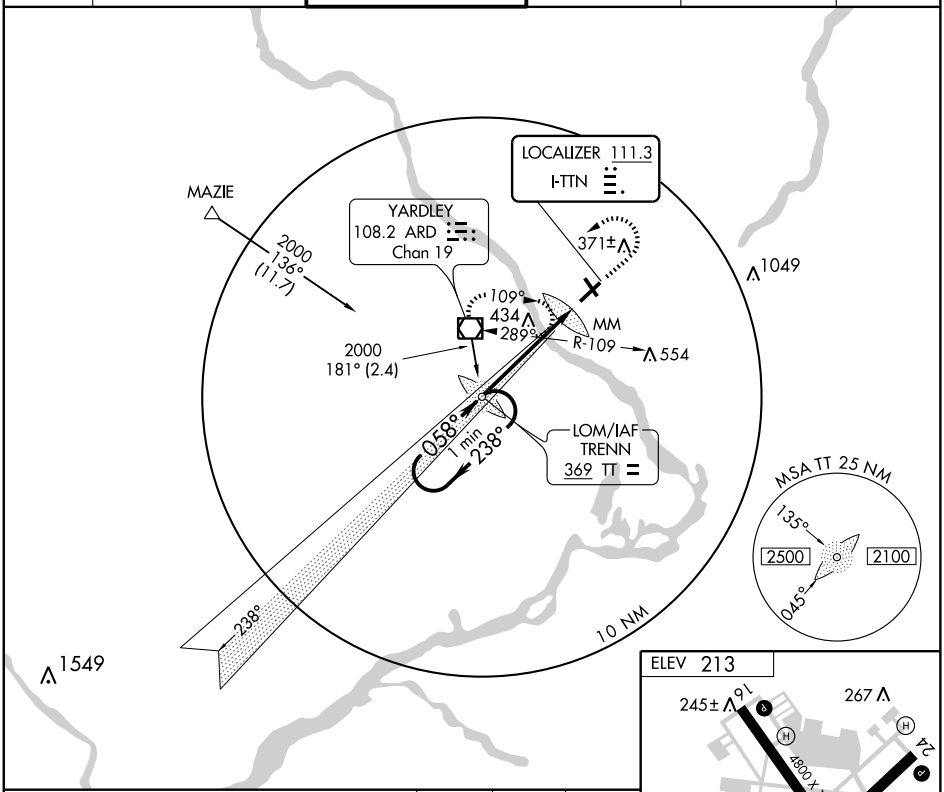
ILS RWY 6
TRENTON MERCER (TTN)

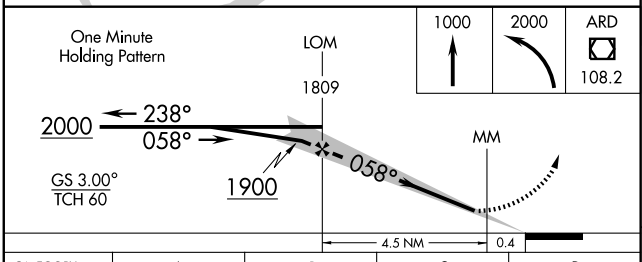
For inoperative MALSR, increase S-LOC-6 Cat D visibility to 1 mile.

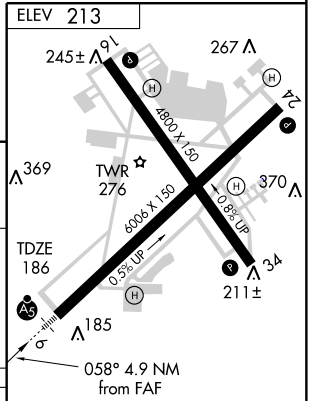
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
S-ILS 6	386-½ 200 (200-½)			
S-LOC 6	520-½ 334 (400-½)			520-¾ 334 (400-¾)
CIRCLING	680-1 467 (500-1)		680-1½ 467 (500-1½)	780-2 567 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2. 03 JUN 2010 to 01 JUL 2010

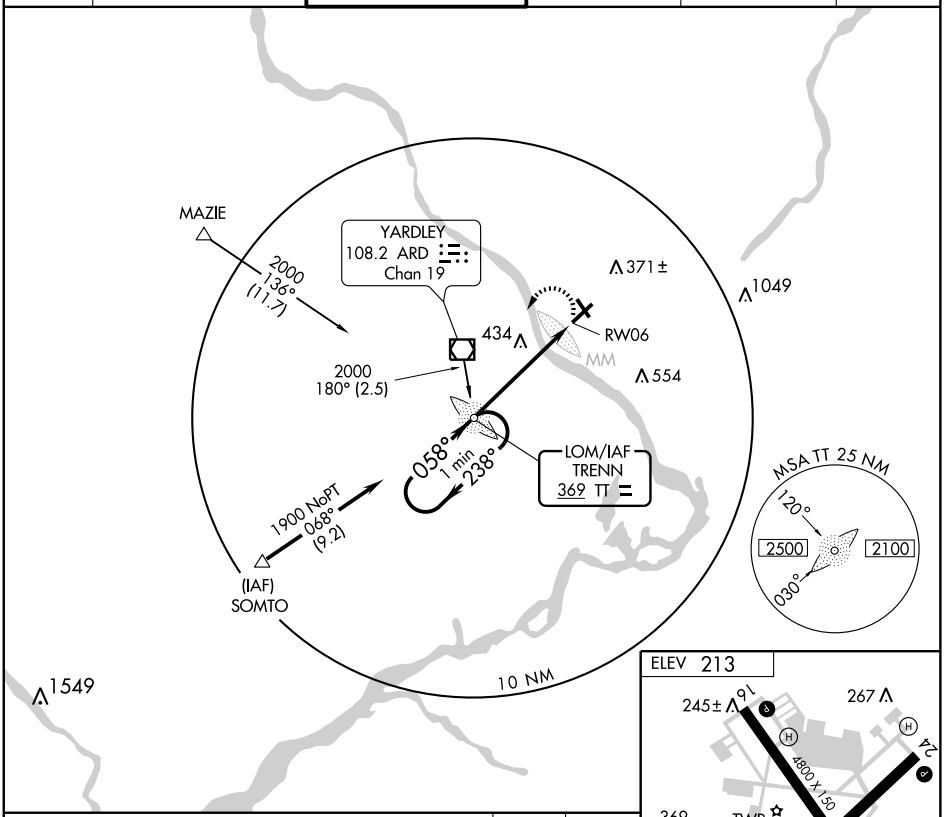
LOM TT	APP CRS	Rwy Idg	6006
369	058°	TDZE	186
		Apt Elev	213

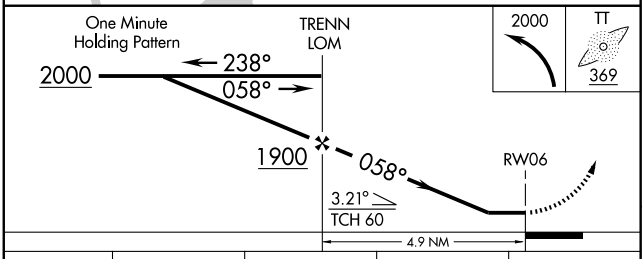
NDB or GPS RWY 6
TRENTON MERCER (TTN)

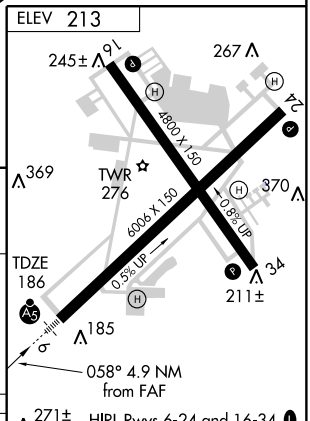
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct TT LOM and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
S-6	740-¾ 554 (600-¾)		740-1 554 (600-1)	740-1½ 554 (600-1½)
CIRCLING	740-1 527 (600-1)		740-1½ 527 (600-1½)	780-2 567 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

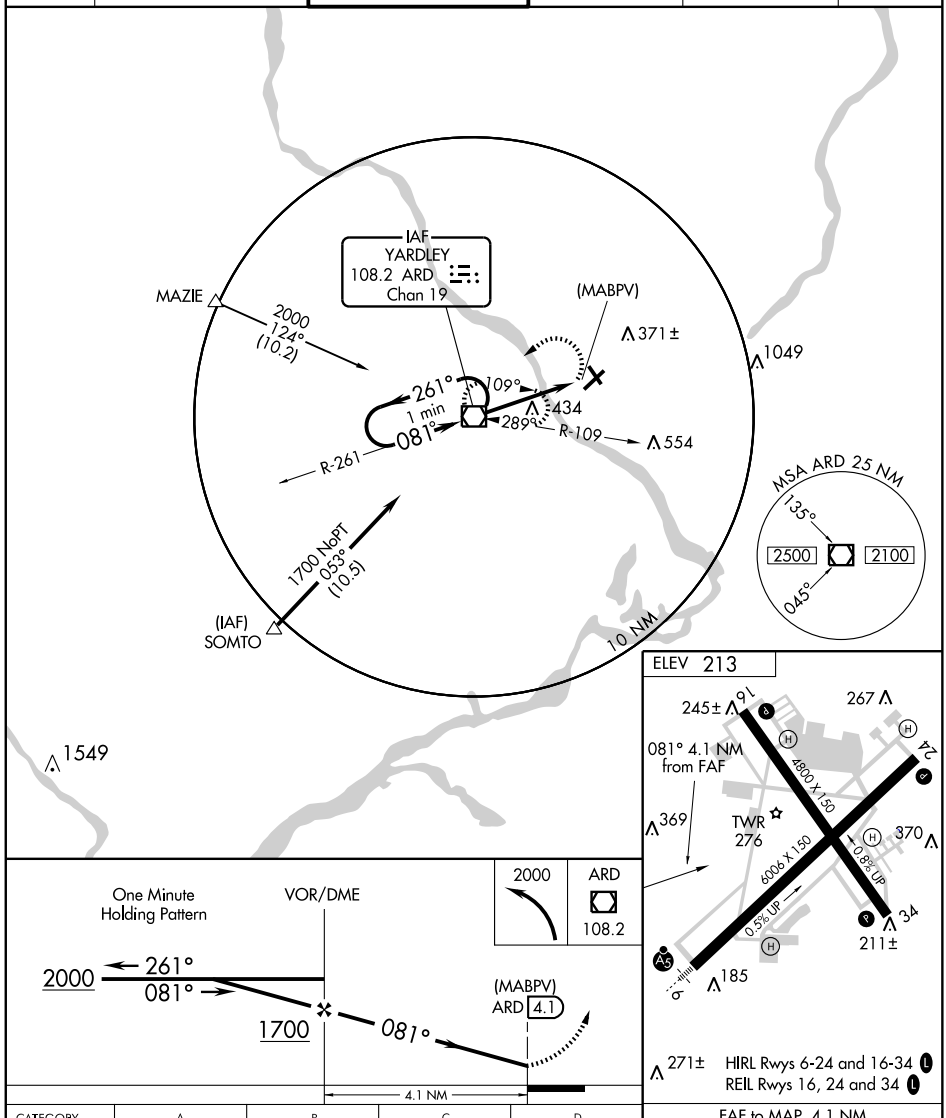
NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME ARD	APP CRS	Rwy Idg	N/A
108.2	081°	TDZE	N/A
Chan 19		Apt Elev	213

VOR or GPS-A
TRENTON MERCER (TTN)

MISSED APPROACH: Climbing left turn to 2000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95



CATEGORY	A	B	C	D
CIRCLING	700-1 487 (500-1)		700-1½ 487 (500-1½)	780-2 567 (600-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

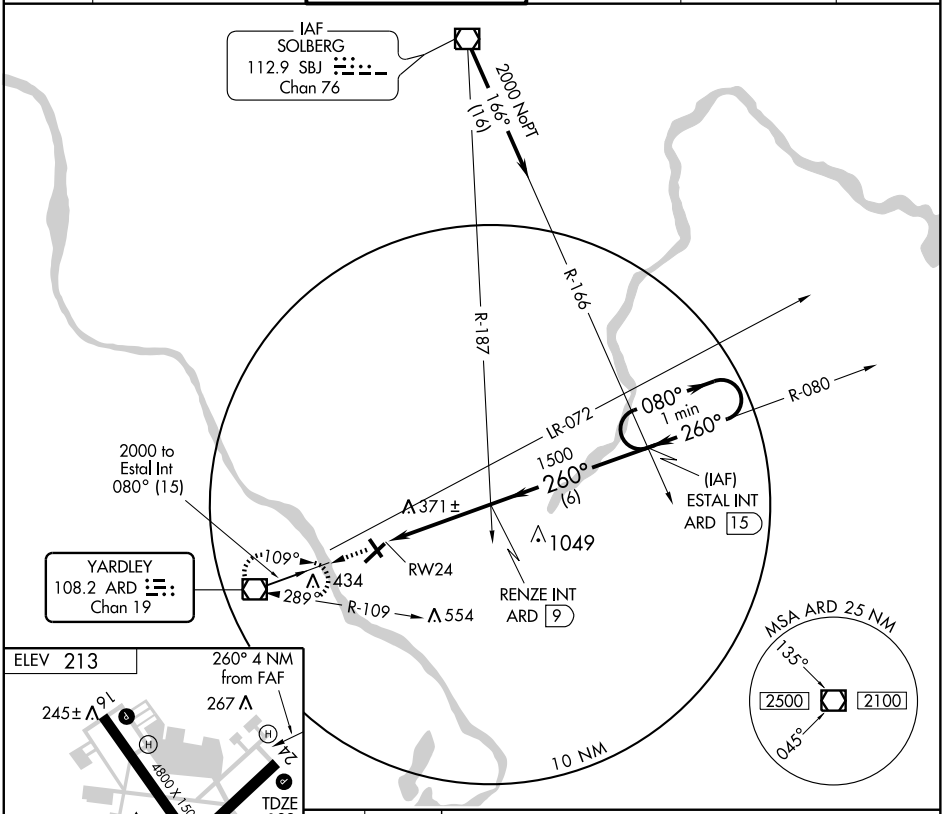
NE-2. 03 JUN 2010 to 01 JUL 2010

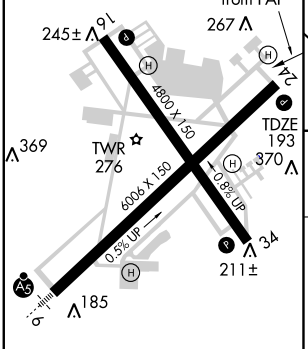
VOR/DME ARD	APP CRS	Rwy Idg	6006
108.2	260°	TDZE	193
Chan 19		Apt Elev	213

VOR or GPS RWY 24
TRENTON MERCER (TTN)

MISSED APPROACH: Climb to 2000 direct to ARD VOR/DME and hold.

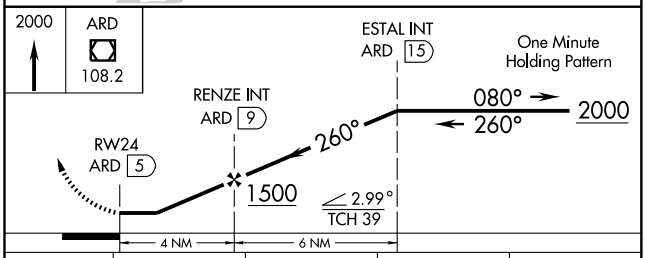
ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95





HIRL Rwys 6-24 and 16-34 L
REIL Rwys 16, 24 and 34 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-24	620-1	427 (500-1)	620-1¼ 427 (500-1¼)	620-1½ 427 (500-1½)
CIRCLING	680-1	467 (500-1)	680-1½ 467 (500-1½)	780-2 567 (600-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2880
048°	TDZE	54
	Apt Elev	54

RNAV (GPS) RWY 5

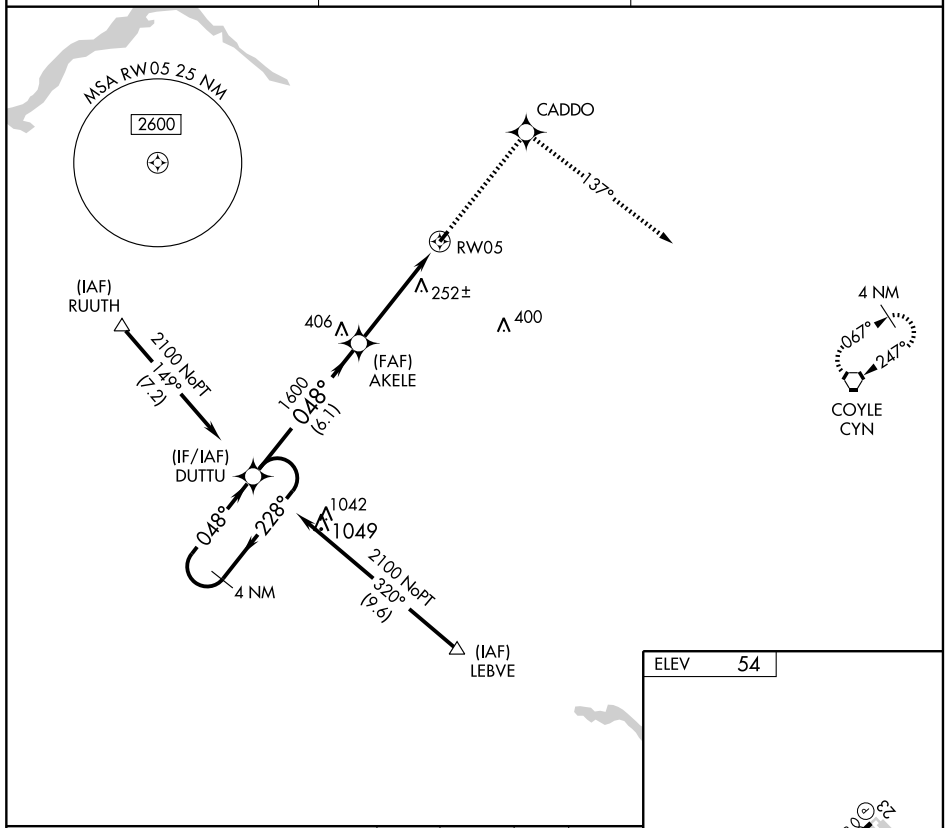
VINCENTOWN/ RED LION (N73)

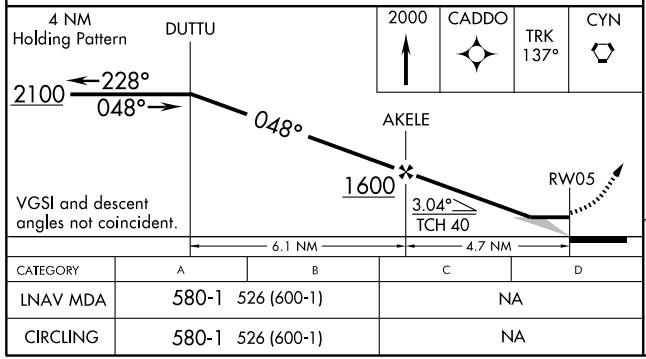
DME/DME RNP-0.3 NA.
Use Mount Holly altimeter setting; when not received, use McGuire AFB altimeter setting and increase all MDA 20 feet.

NA

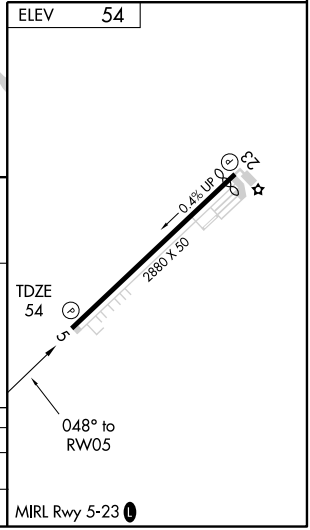
MISSED APPROACH: Climb to 2000 direct CADDO and via 137° track to CYN VORTAC and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	122.8 (CTAF)	123.5 L





CATEGORY	A	B	C	D
LNAV MDA	580-1 526 (600-1)		NA	
CIRCLING	580-1 526 (600-1)		NA	



VORTAC CYN 113.4 Chan 81	APP CRS 300°	Rwy Idg N/A TDZE N/A Apt Elev 54

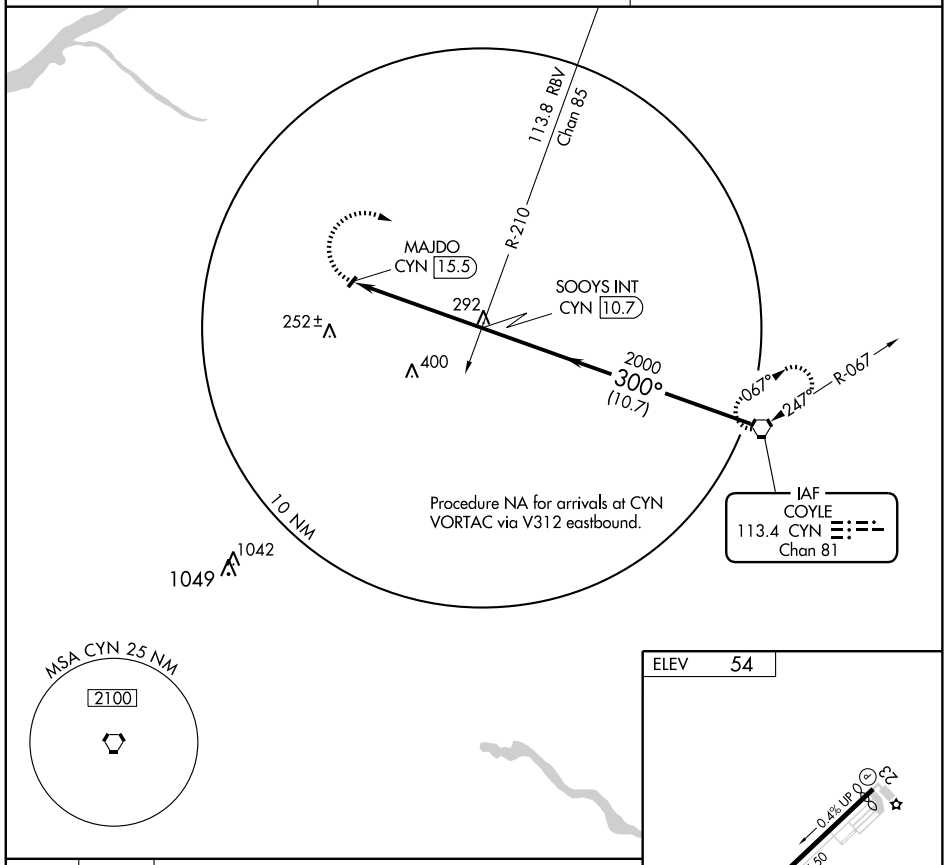
VOR-A

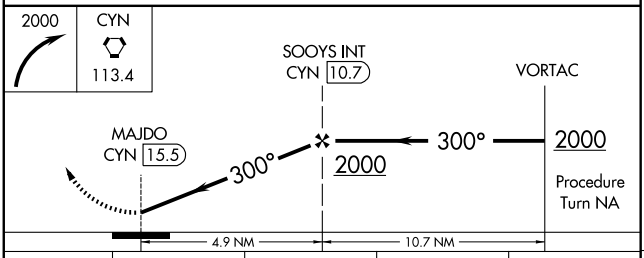
VINCENTOWN/ RED LION (N73)

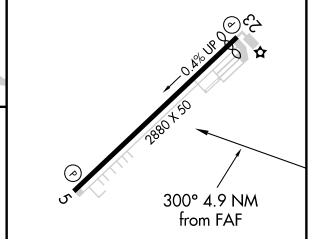
▼ NA — Use Mount Holly altimeter setting; when not received, use McGuire AFB altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2000 direct CYN VORTAC and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	122.8 (CTAF)	123.5 L







MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
CIRCLING	620-1 566 (600-1)		NA	

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	267°	TDZE	N/A
Chan 99		Apt Elev	93

VOR or GPS-B

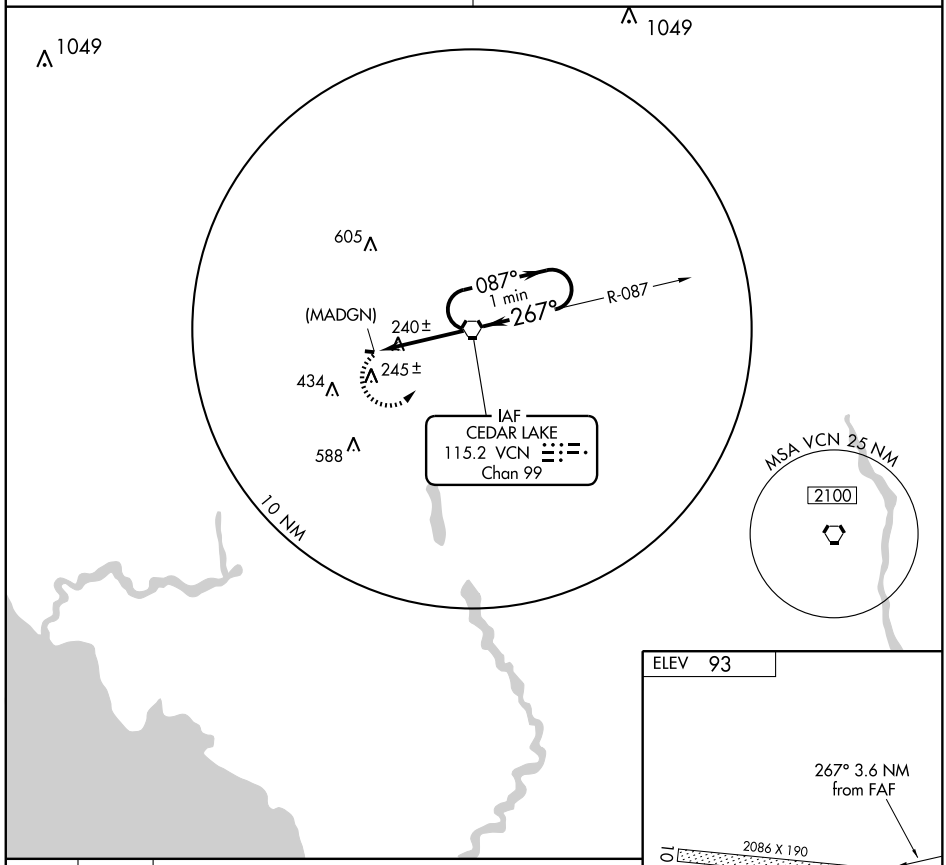
VINELAND/KROELINGER (29N)

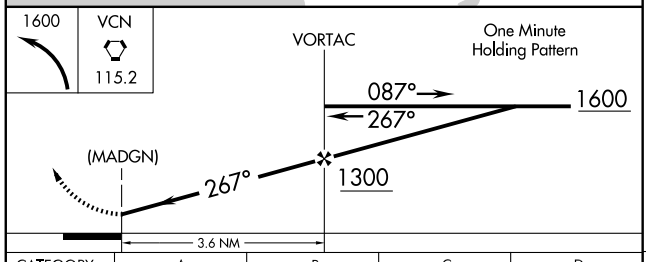
Use Millville Muni altimeter setting.
Procedure not authorized at night.

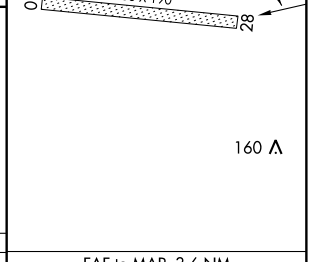
NA

MISSED APPROACH: Climbing left turn to 1600 direct VCN VORTAC and hold.

ATLANTIC CITY APP CON	CTAF
124.6 327.125	122.9







CATEGORY	A	B	C	D
CIRCLING	620-1 527 (600-1)	NA		

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3471
061°	TDZE	791
	Apt Elev	791

RNAV (GPS) RWY 6

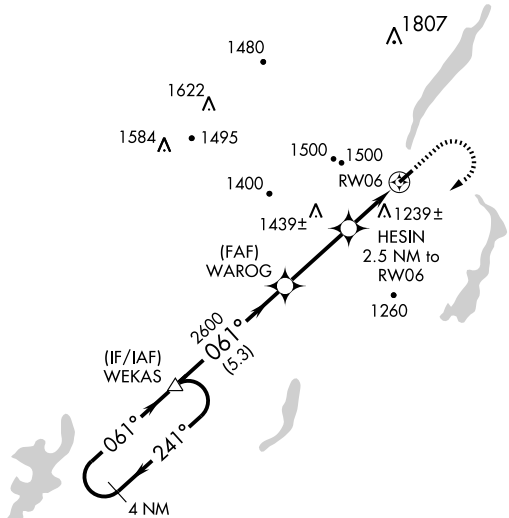
WEST MILFORD / GREENWOOD LAKE (4N1)

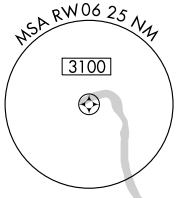
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Teterboro altimeter setting.

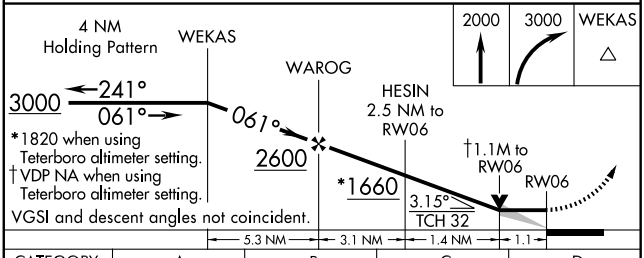
NA

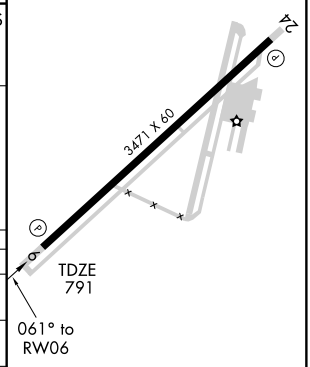
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct WEKAS WP and hold.

NEW YORK APP CON	CTAF
127.6 379.9	122.9 L









CATEGORY	A	B	C	D
LNAV MDA	1540-1 749 (800-1)	1540-1¼ 749 (800-1¼)	NA	
CIRCLING	1560-1 769 (800-1)	1600-1¼ 809 (900-1¼)	NA	
TETERBORO ALTIMETER SETTING MINIMUMS				
LNAV MDA	1700-1¼ 909 (1000-1¼)		NA	
CIRCLING	1720-1¼ 929 (1000-1¼)	1760-1½ 969 (1000-1½)	NA	

MIRL Rwy 6-24 L

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-CEJ	APP CRS	Rwy Idg	4921
108.9	190°	TDZE	19
		Apt Elev	23

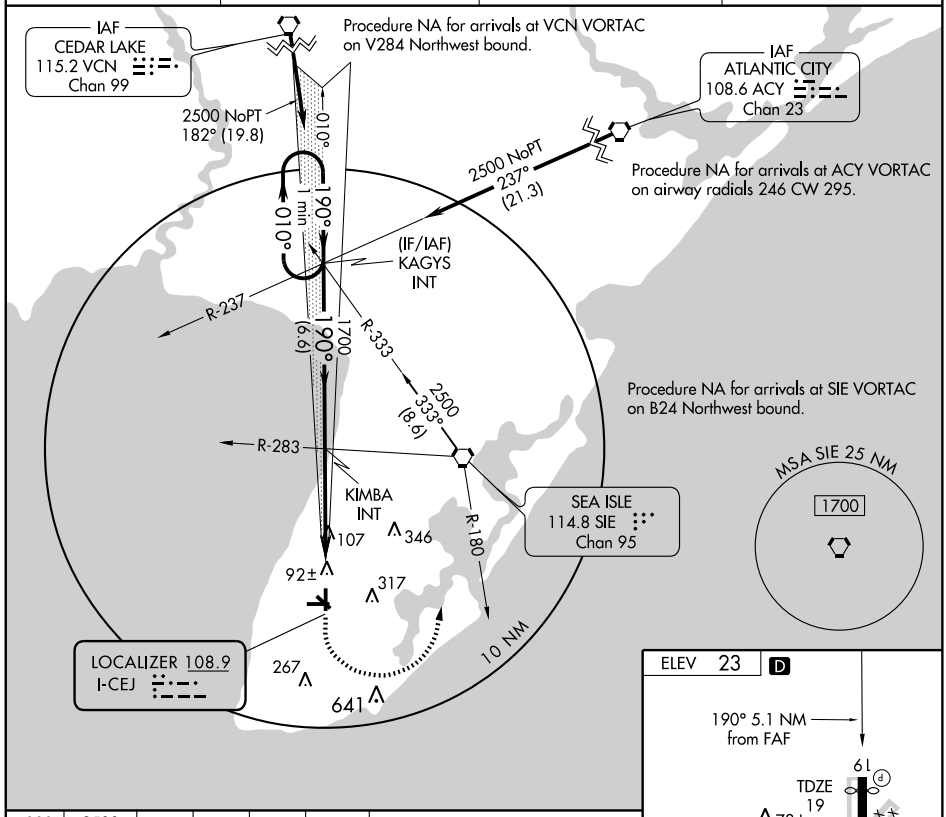
LOC RWY 19

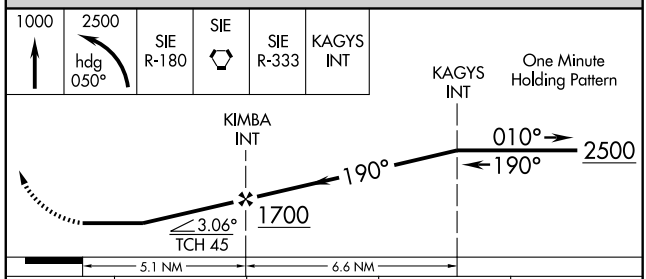
WILDWOOD/ CAPE MAY COUNTY (WWD)

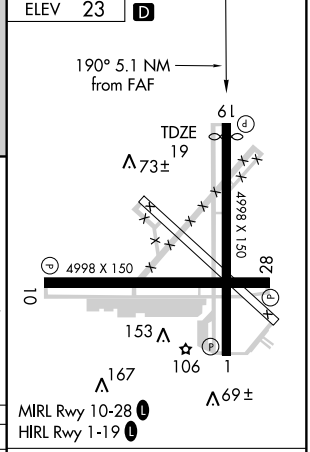
When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDAs 80 feet, increase S-19 Cat D visibility ¼ mile. Circling NA for Cats C and D NE of Rwys 28 and 19. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 via heading 050° and SIE R-180 to SIE VORTAC then via SIE R-333 to KAGYS INT and hold.

AWOS-3	ATLANTIC CITY APP CON	CLNC DEL	UNICOM
118.275	124.6 327.125	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-19	420-1	401 (400-1)	420-1¼	401 (400-1¼)
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1½ 517 (600-1½)	580-2 557 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	4998
100°	TDZE	19
	Apt Elev	23

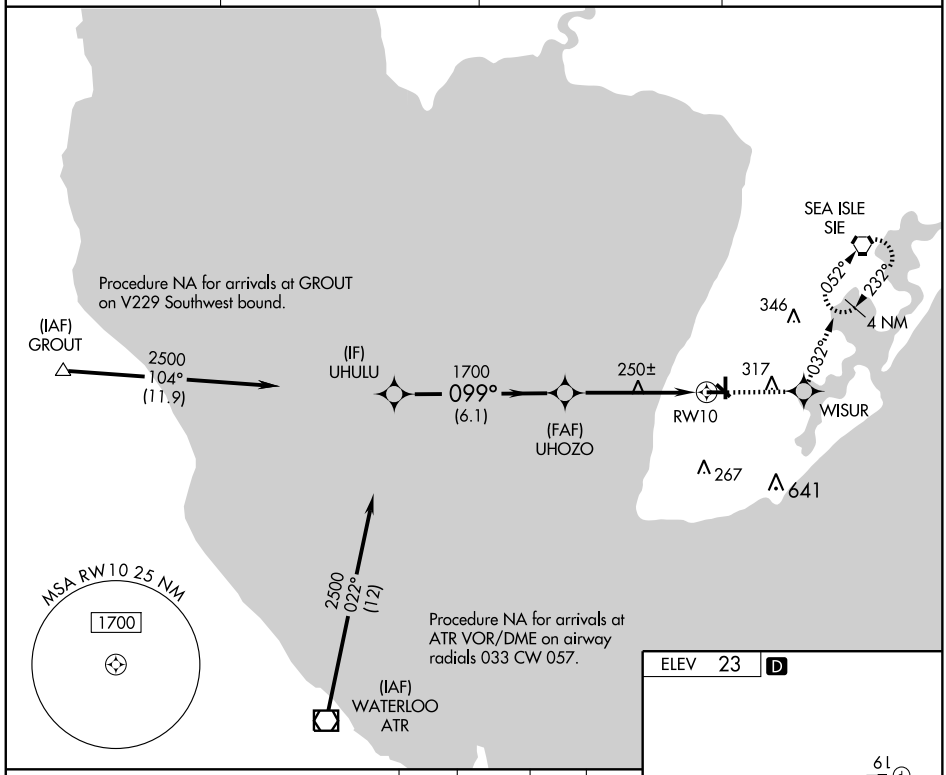
RNAV (GPS) RWY 10

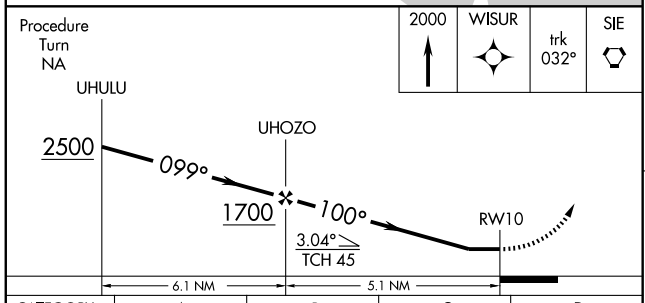
WILDWOOD/ CAPE MAY COUNTY (WWD)

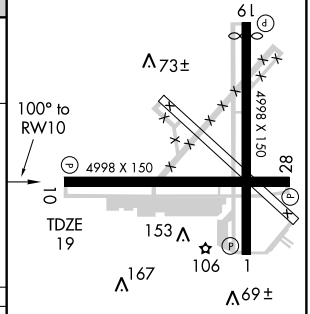
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDA 80 feet, increase LNAV Cats C and D visibilities ¼ mile. Circling NA for Cats C and D NE of Rwys 28 and 19.

MISSED APPROACH: Climb to 2000 direct WISUR and on track 032° to SIE VORTAC and hold.

AWOS-3	ATLANTIC CITY APP CON	CLNC DEL	UNICOM
118.275	124.6 327.125	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 481 (500-1)		500-1¼ 481 (500-1¼)	500-1½ 481 (500-1½)
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1½ 517 (600-1½)	580-2 557 (600-2)

MIRL Rwy 10-28 L
HIRL Rwy 1-19 L

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 82400 W19A	APP CRS 190°	Rwy Idg 4921 TDZE 19 Apt Elev 23

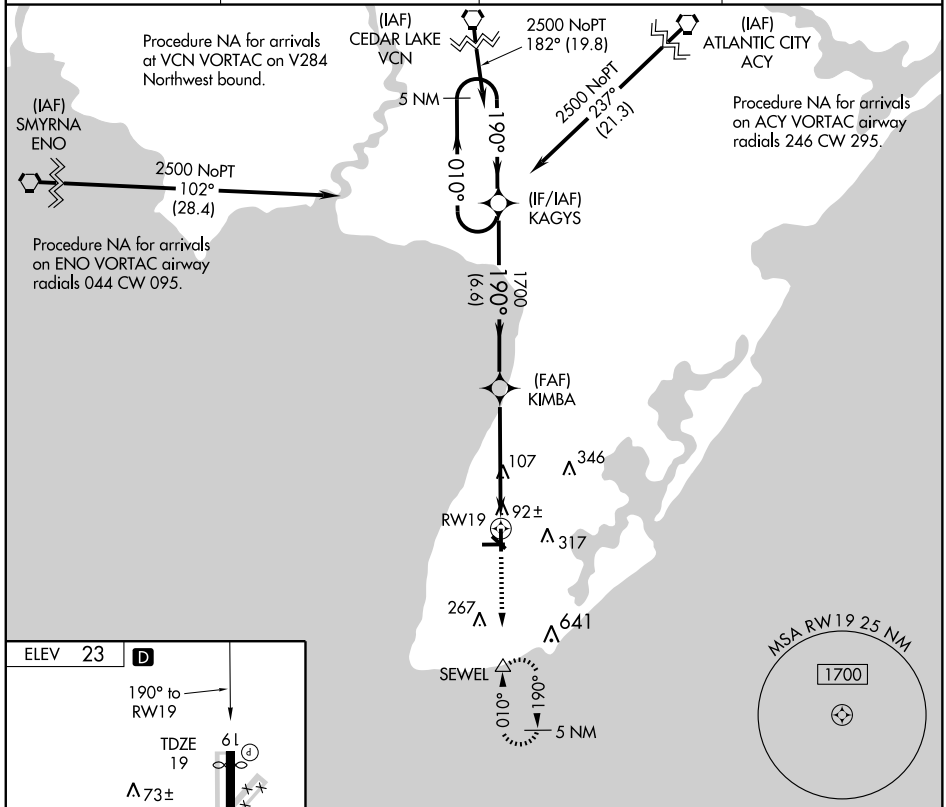
RNAV (GPS) RWY 19

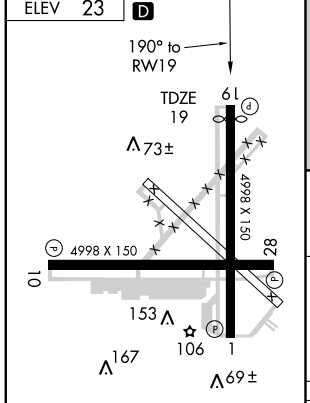
WILDWOOD/ CAPE MAY COUNTY (WWD)

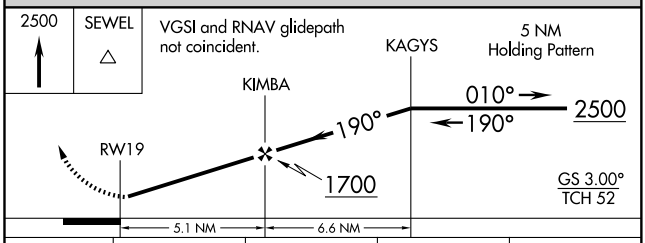
T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LPV all Cats and LNAV Cat D visibilities ¼ mile. Circling NA for Cats C and D NE of Rwys 28 and 19.

MISSED APPROACH: Climb to 2500 direct SEWEL and hold, continue climb-in-hold to 2500.

AWOS-3	ATLANTIC CITY APP CON	CLNC DEL	UNICOM
118.275	124.6 327.125	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	311-1 292 (300-1)			
LNAV MDA	420-1 401 (400-1)		420-1¼ 401 (400-1¼)	
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1½ 517 (600-1½)	580-2 557 (600-2)

MIRL Rwy 10-28 L
HIRL Rwy 1-19 L

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC SIE 114.8 Chan 95	APP CRS 236°	Rwy ldg N/A TDZE N/A Apt Elev 23

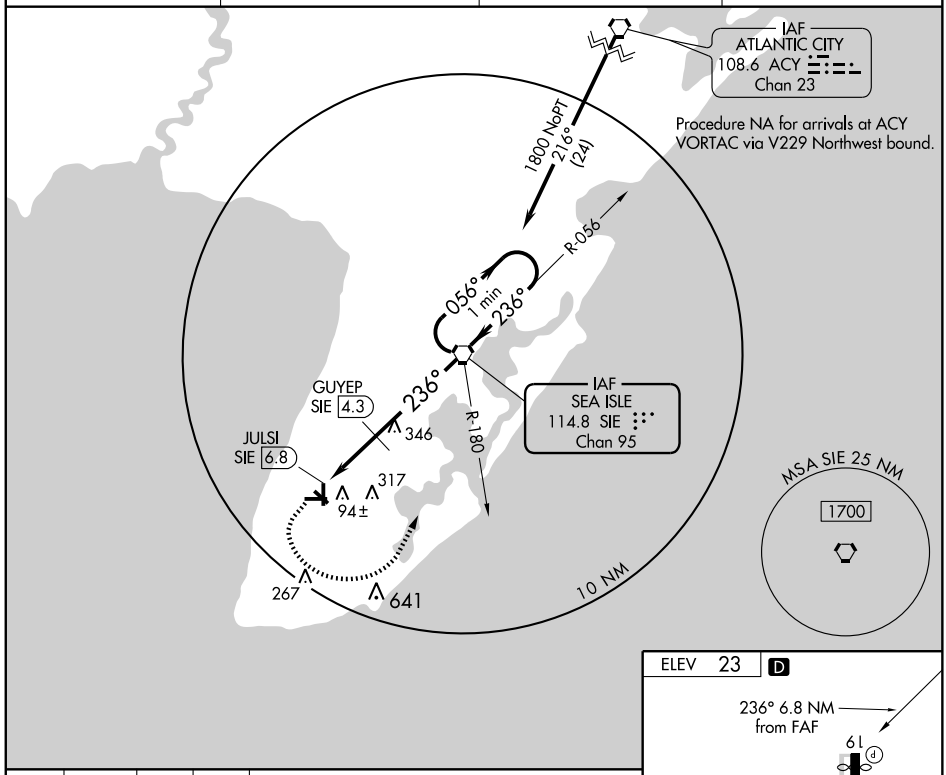
VOR-A

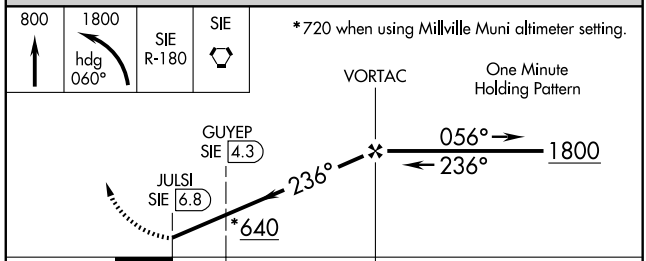
WILDWOOD/ CAPE MAY COUNTY (WWD)

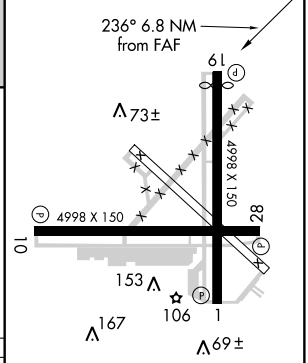
Circling NA for Cats C and D NE of Rwys 28 and 19.
When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDAs 80 feet, increase Circling Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 1800 heading 060° and SIE R-180 to SIE VORTAC and hold.

AWOS-3	ATLANTIC CITY APP CON	CLNC DEL	UNICOM
118.275	124.6 327.125	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	640-1 617 (700-1)		640-1¾ 617 (700-1¾)	640-2 617 (700-2)
GUYEP FIX MINIMUMS				
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1½ 517 (600-1½)	580-2 557 (600-2)

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3304
012°	TDZE	41
	Apt Elev	42

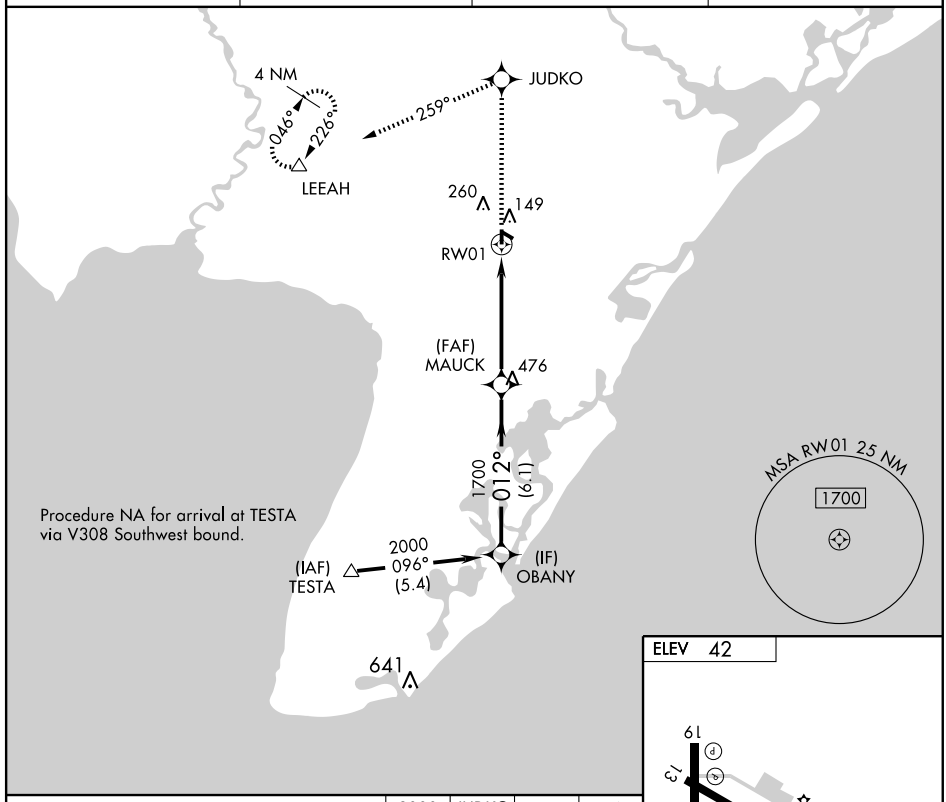
RNAV (GPS) RWY 1
WOODBINE MUNI (OBI)

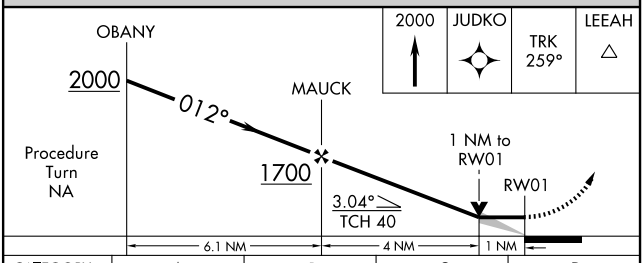
NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDA 60 feet, and increase LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Millville Muni altimeter setting.

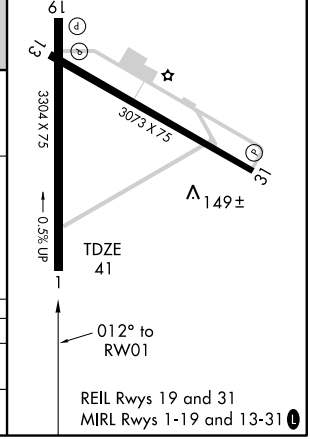
MISSED APPROACH: Climb to 2000 direct JUDKO and via track 259° to LEEAH and hold.

AWOS-3	ATLANTIC CITY APP CON	GCO	UNICOM
120.475	124.6 327.125	121.725	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	400-1 359 (400-1)			NA
CIRCLING	620-1 578 (600-1)		620-1½ 578 (600-1½)	NA



NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3304
192°	TDZE	42
	Apt Elev	42

RNAV (GPS) RWY 19

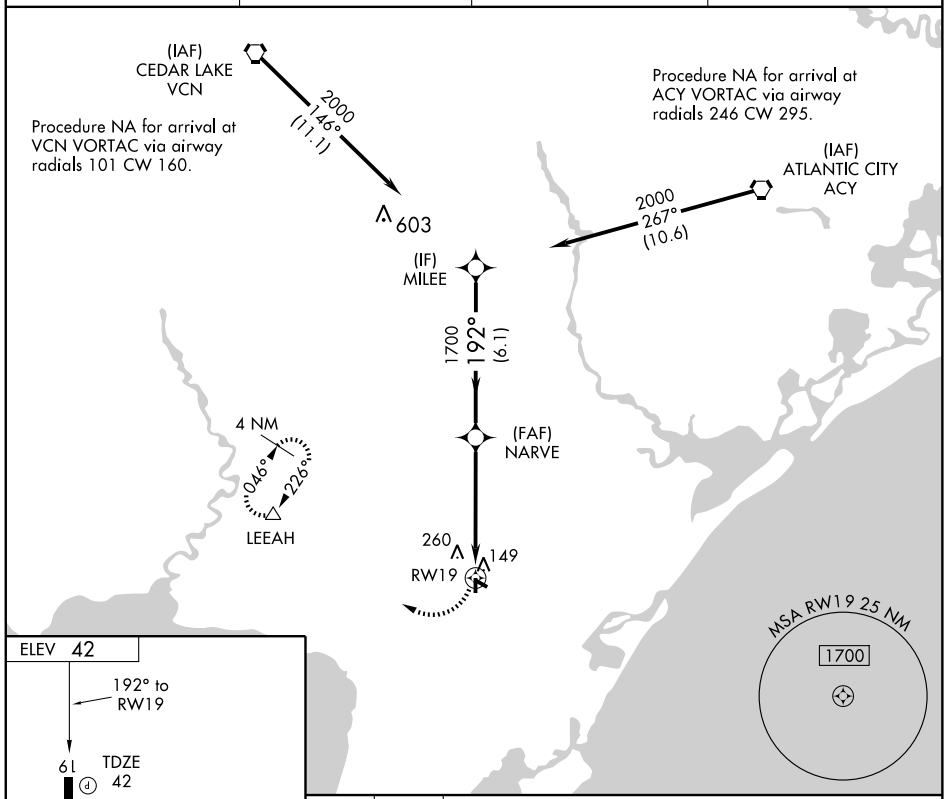
WOODBINE MUNI (OBI)

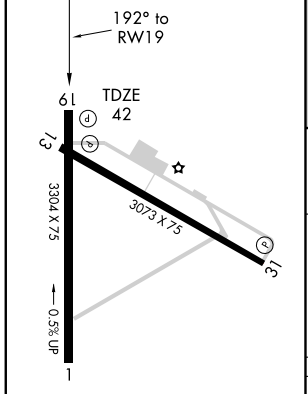
▼ NA

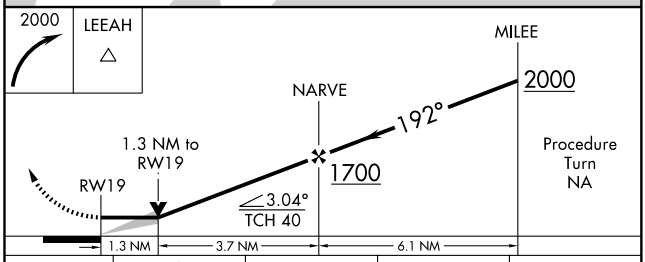
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet, and increase LNAV Cat. C visibility ¼ mile. VDP NA when using Millville Muni altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct LEEAH and hold.

AWOS-3	ATLANTIC CITY APP CON	GCO	UNICOM
120.475	124.6 327.125	121.725	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 458 (500-1)		500-1¼ 458 (500-1¼)	NA
CIRCLING	620-1 578 (600-1)		620-1½ 578 (600-1½)	NA

REIL Rwys 19 and 31
MIRL Rwys 1-19 and 13-31 L

NE-2, 03 JUN 2010 to 01 JUL 2010

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	167°	TDZE	N/A
Chan 99		Apt Elev	42

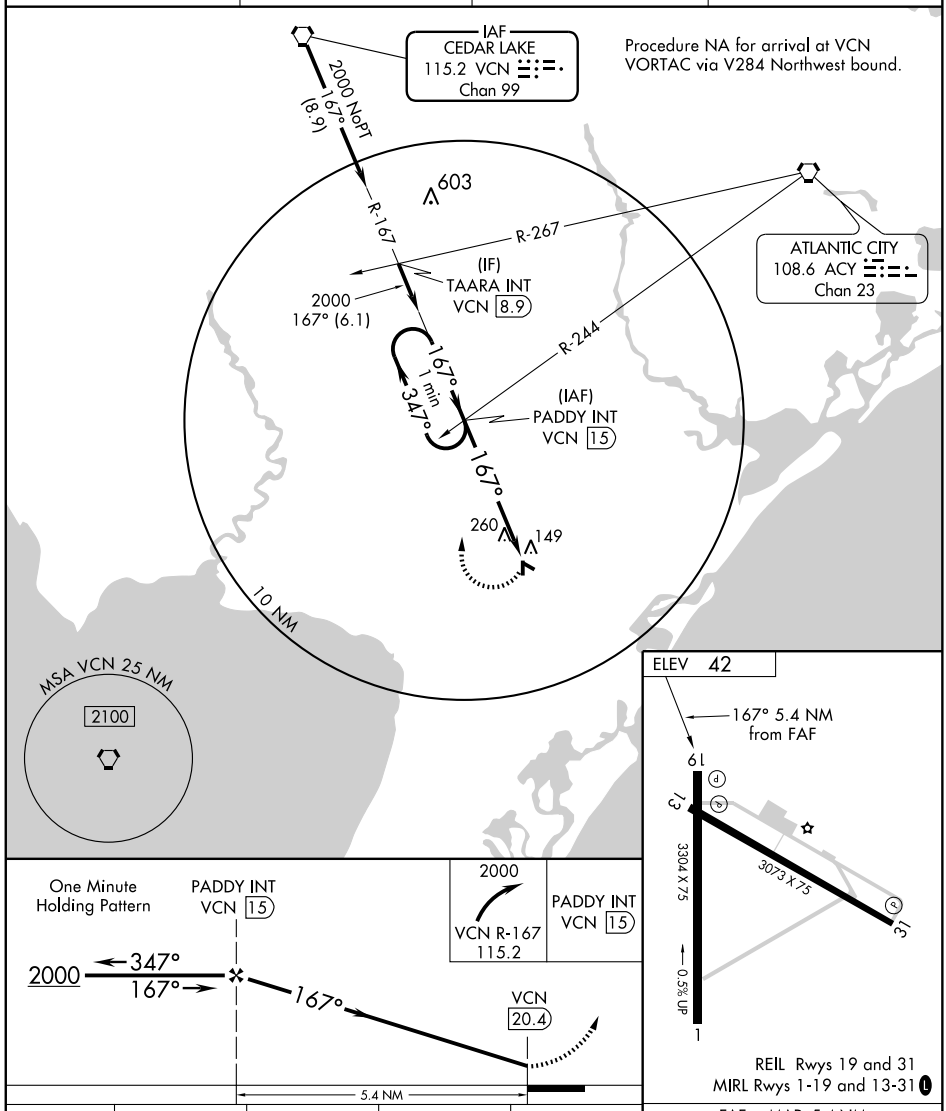
VOR-A

WOODBINE MUNI (OBI)

When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet and Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 via VCN VORTAC R-167 to PADDY Int/VCN 15 DME and hold.

AWOS-3	ATLANTIC CITY APP CON	GCO	UNICOM
120.475	124.6 327.125	121.725	123.05 (CTAF) L

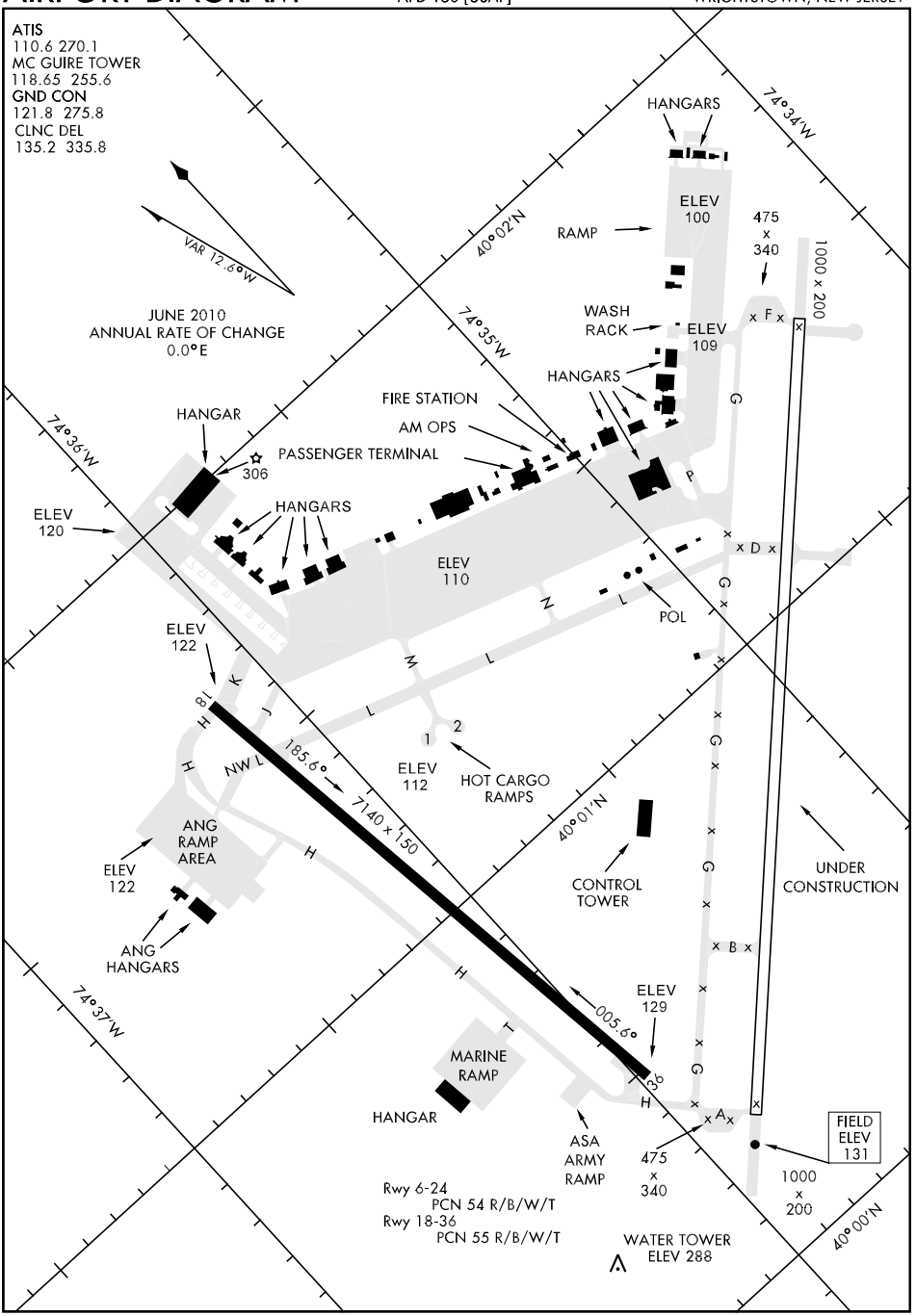


CATEGORY	A	B	C	D
CIRCLING	620-1 578 (600-1)	620-1¼ 578 (600-1¼)	620-1½ 578 (600-1½)	NA

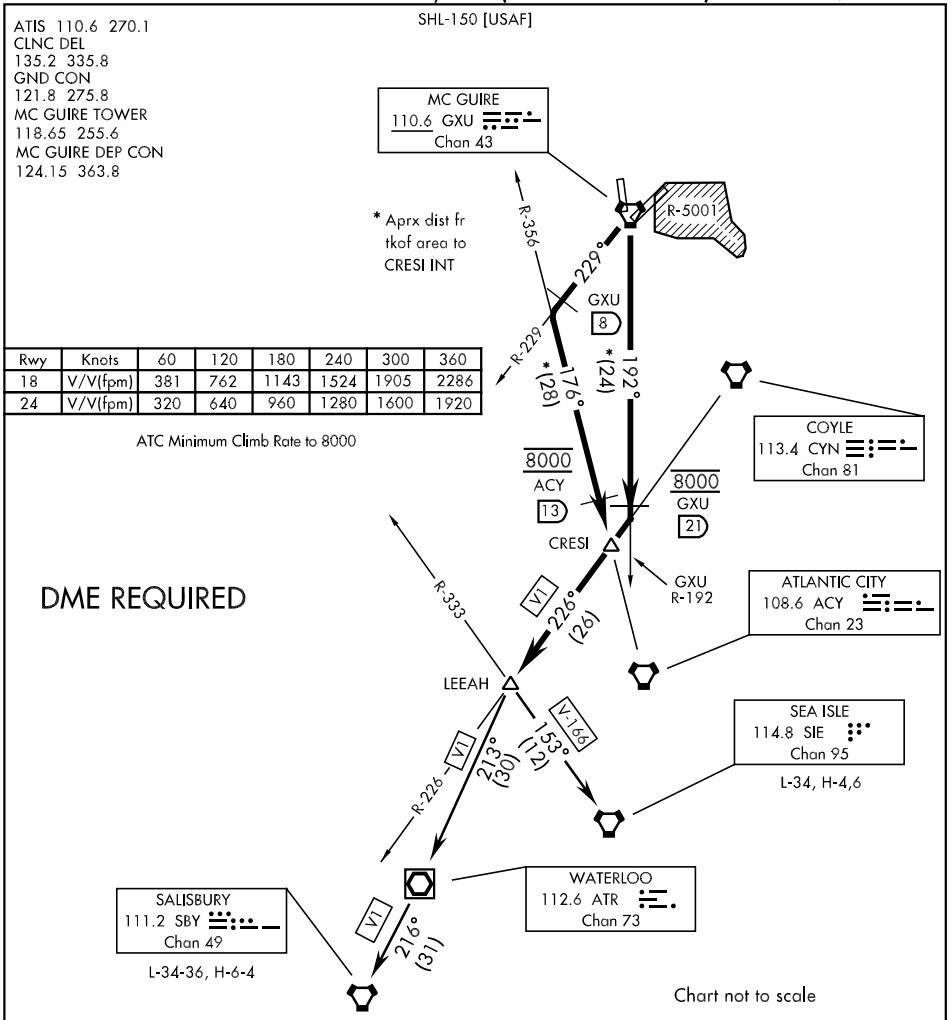
FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2. 03 JUN 2010 to 01 JUL 2010


ATIS
110.6 270.1
MC GUIRE TOWER
118.65 255.6
GND CON
121.8 275.8
CLNC DEL
135.2 335.8
VAR 12.5°W
JUNE 2010
ANNUAL RATE OF CHANGE
0.0°E
74°34'W
74°35'W
74°36'W
74°37'W
40°02'N
40°01'N
40°00'N
HANGARS
ELEV 100
RAMP
475 x 340
1000 x 200
WASH RACK
ELEV 109
HANGARS
FIRE STATION
AM OPS
PASSENGER TERMINAL
306
HANGAR
ELEV 120
HANGARS
ELEV 110
POL
ELEV 122
ELEV 112
HOT CARGO RAMPS
1
2
18
36
185.6°
7140 x 150
NW
ANG RAMP AREA
ELEV 122
ANG HANGARS
CONTROL TOWER
UNDER CONSTRUCTION
005.6°
ELEV 129
MARINE RAMP
HANGAR
ASA ARMY RAMP
475 x 340
FIELD ELEV 131
1000 x 200
Rwy 6-24
PCN 54 R/B/W/T
Rwy 18-36
PCN 55 R/B/W/T
WATER TOWER
ELEV 288

CRESI-THREE DEPARTURE RWY 18, 24 (CRESI 3•LEEAH) WRIGHTSTOWN, NEW JERSEY



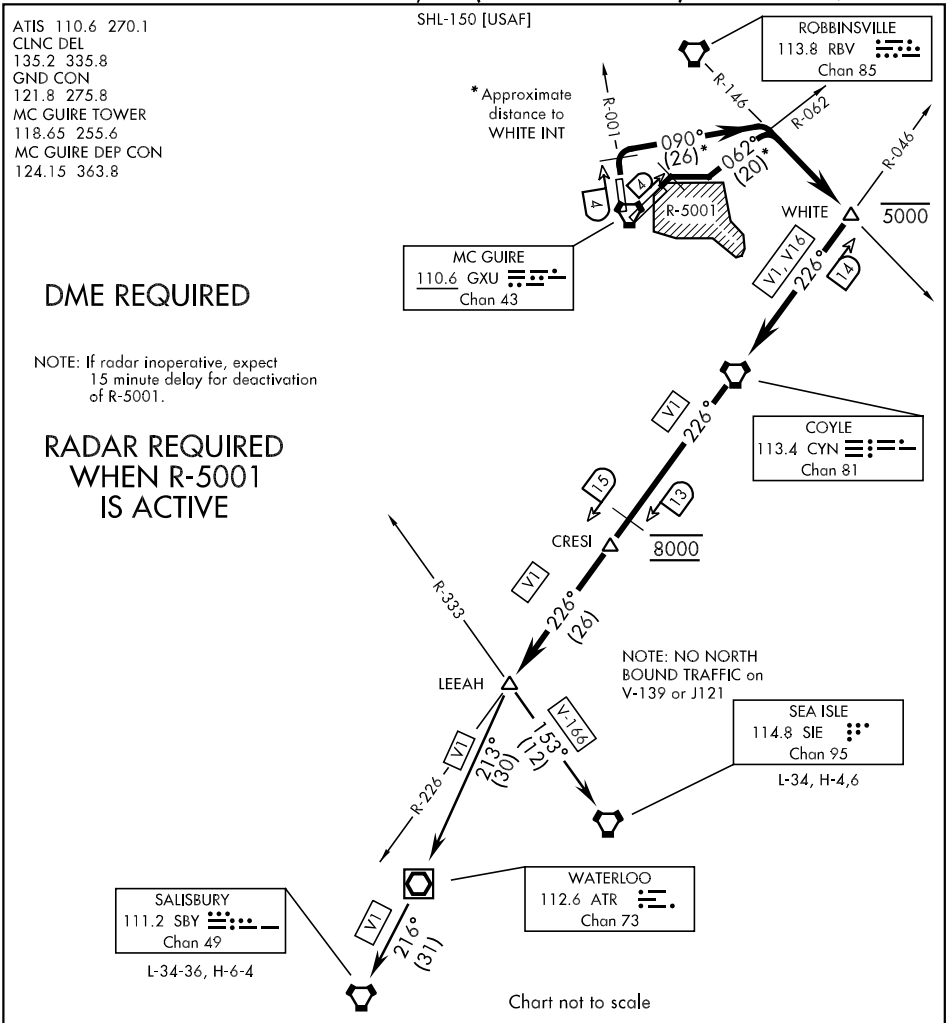
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18: Climb on GXU VORTAC R-192 and CYN VORTAC R-226 to CRESI. Cross GXU R-192/21 DME at and maintain 8000'. Then ....

TAKE-OFF RWY 24: Climb on GXU VORTAC R-229. At GXU 8 DME turn left and proceed via ACY VORTAC R-356 to CRESI. Cross ACY R-356/13 DME at and maintain 8000'. Then ....

.... Via V1 to LEEAH.
Then via (transition) or (as assigned route).
NOTE: EXPECT REQUESTED ALTITUDE 10 MINUTES AFTER DEPARTURE.
SALISBURY TRANSITION: (CRESI 3•SBY) via V1 to SBY VORTAC.
SEA ISLE TRANSITION: (CRESI 3•SIE) via V-166 to SIE VORTAC.

NE-2, 03 JUN 2010 to 01 JUL 2010



NE-2, 03 JUN 2010 to 01 JUL 2010

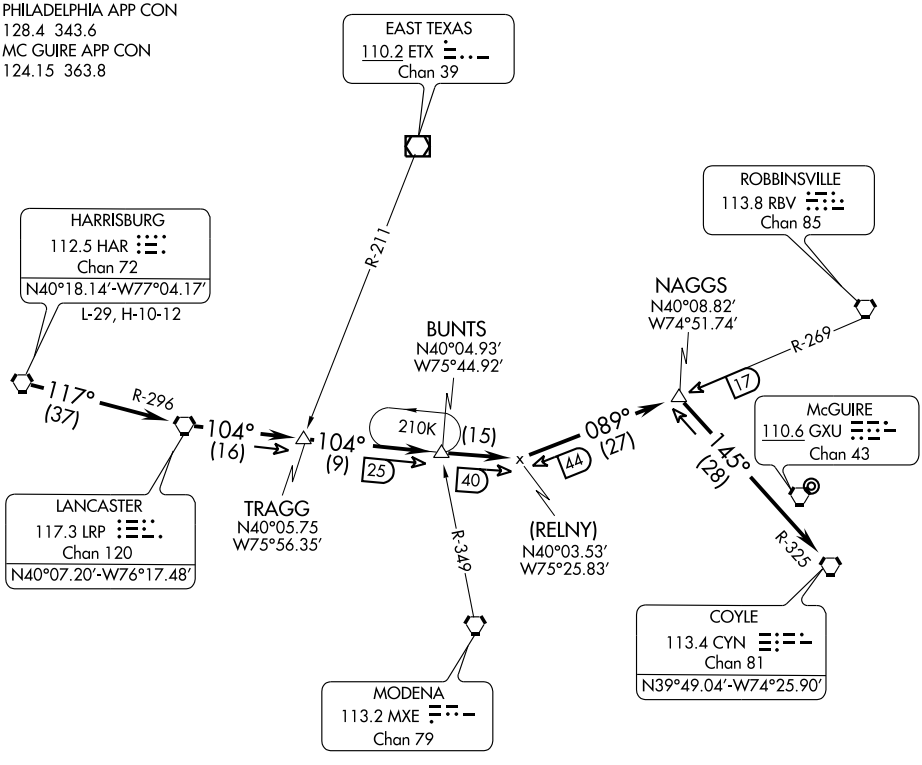
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb on a track of 058°. At GXU VORTAC 4 DME turn right and proceed via GXU R-062 until intercepting the RBV VORTAC R-146 to WHITE INT. Then ....

TAKE-OFF RWY 36: Climb on GXU VORTAC R-001. At GXU 4 DME turn right and track 090° until intercepting the RBV VORTAC R-146 to WHITE INT. Then ....
.... Then via V1 LEEAH. Cross WHITE INT at or below 5000. Cross CYN VORTAC R-226/13 DME at and maintain 8000.
Then via (transition) or (as assigned route).
NOTE: EXPECT REQUESTED ALTITUDE 10 MINUTES AFTER DEPARTURE.
SALISBURY TRANSITION: (CRESI 3•SBY) via V1 to SBY VORTAC.
SEA ISLE TRANSITION: (CRESI 3•SIE) via V-166 to SIE VORTAC.

HARRISBURG FIVE ARRIVAL

MC GUIRE AFB ATIS ★
110.6 270.1
PHILADELPHIA APP CON
128.4 343.6
MC GUIRE APP CON
124.15 363.8



NOTE: Route depicted beyond Naggs Int is for lost communications or radar outage only.

NOTE: Not for use by fighter type aircraft.

NOTE: Chart not to scale

From over HAR VORTAC via HAR R-117 and LRP R-296 to LRP VORTAC. Thence via LRP R-104 to LRP R-104/40 DME and RBV R-269/44 DME. Thence via RBV R-269 to NAGGS Int. Thence via CYN R-325 to CYN VORTAC. Expect radar vector to final approach 8 DME west of GXU VORTAC. Expect descent below 10,000 after HAR VORTAC.

NE-2, 03 JUN 2010 to 01 JUL 2010

ATIS 110.6 270.1
CLNC DEL
135.2 335.8
GND CON
121.8 275.8
MC GUIRE TOWER
118.65 255.6
MC GUIRE DEP CON
124.15 363.8

RADAR REQUIRED WHEN R-5001 IS ACTIVE

If RADAR inoperative, expect 15 minute delay for deactivation of R-5001

Rwy	Knots	60	120	180	240	300	360
6	V/V(fpm)	346	692	1038	1384	1730	2076
36	V/V(fpm)	444	888	1332	1776	2220	2664

ATC Climb Rate to 5000'

DME REQUIRED

LANCASTER
117.3 LRP
Chan 120

BELLAIRE
117.1 AIR
Chan 118
L-29, H-3-4-6

ROBBINSVILLE
113.8 RBV
Chan 85

MC GUIRE
110.6 GXU
Chan 43

MODENA
113.2 MXE
Chan 79

MARTINSBURG
112.1 MRB
Chan 58
L-29, H-3-4-6

WESTMINSTER
117.9 EMI
Chan 126
L-29-34-36, H-3-4-6

COYLE
113.4 CYN
Chan 81

R-248
J110 284° (162) LARRI
J110 284° (28) FLIRT
J110 284° (24)
CYN R-284
PENSY
R-064
R-278 278° (24)
R-269 259°
NAGGS R-079 269° (17)
6000
5000
5000
3
319
005°
456
058°
R-146 326° (16)
7.5
159
5.4
3
R-5001
WHITE
272
250
6.4
R-189
R-310
238°
130°
R-046 046°
3000
6
J6 64 20 248° (62)
R-065
R-340
J48 244° (45)

(Continued on next page)

Chart not to scale

MODENA THREE DEPARTURE (MXE3.MXE)

WRIGHTSTOWN, NEW JERSEY

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track of 058°, at GXU VORTAC 5.4 DME turn left to intercept RBV VORTAC R-189 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track of 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track 005°, at GXU VORTAC 7.5 DME turn left to intercept RBV VORTAC R-269 to NAGGS. Intercept RBV R-269 at 5000. Cross NAGGS at and maintain 6000. Thence.....

Then MXE VORTAC R-079 to MXE. Then via (transition) or (route).

BELLAIRE TRANSITION: (MXE3.AIR) Via MXE R-278 and J110 (CYN R-284) to AIR VOR/DME.

MARTINSBURG TRANSITION: (MXE3.MRB) Via MXE R-278, J110 (CYN R-284) and J6 to MRB VORTAC.

WESTMINSTER TRANSITION: (MXE3.EMI) Via MXE R-278 and join J48 to EMI VORTAC.

NE-2, 03 JUN 2010 to 01 JUL 2010

POINT PLEASANT FOUR DEPARTURE (PTPL4.MANTA)

POINT PLEASANT FOUR DEPARTURE (PTPL4.MANTA)

WRIGHTSTOWN, NEW JERSEY

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track 058°, at GXU VORTAC 5 DME intercept GXU R-058 to RBV VORTAC R-122. Then RBV R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track of 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-067 to intercept RBV VORTAC R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-067 to intercept RBV VORTAC R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track of 005°, at GXU VORTAC 5 DME turn right and track 090° to intercept RBV VORTAC R-122. Then RBV R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

Then via (transition) or (assigned route).

HAMPTON TRANSITION: (PTPL4.HTO) Via V139 to HTO VORTAC.

NANTUCKET TRANSITON: (PTPL4.ACK) Via V139 and J62 to ACK VOR/DME.

NE-2, 03 JUN 2010 to 01 JUL 2010

RADAR REQUIRED WHEN R-5001 IS ACTIVE

If RADAR inoperative, expect 15 minute delay for deactivation of R-5001

DME REQUIRED

Rwy	Knots	60	120	180	240	300	360
6	V/V(fpm)	346	692	1038	1384	1730	2076
36	V/V(fpm)	444	888	1332	1776	2220	2664

ATC Climb Rate to 5000'

ATIS 110.6 270.1
CLNC DEL
135.2 335.8
GND CON
121.8 275.8
MC GUIRE TOWER
118.65 255.6
MC GUIRE DEP CON
124.15 363.8

PHILIPSBURG
115.5 PSB
Chan 102
L-30, H-3-6

EAST TEXAS
110.2 ETX
Chan 39
L-30-34, H-3-6

RAVINE
114.6 RAV
Chan 93
L-30, H-3-6

ROBBINSVILLE
113.8 RBV
Chan 85

POTTSTOWN
116.5 PTW
Chan 112

MC GUIRE
110.6 GXU
Chan 43

COYLE
113.4 CYN
Chan 81

NAGGS

WHITE

R-5001

R-118
298°
(67)
(34)
293°
294°
(35)
J64
V276
R-320
R-113
R-114
320°
(18)
V22-408
354°
(22)
(32)
287°
R-269
R-107
6000
5000
5000
269°
(17)
319
500
456
058°
326°
(16)
159
7.5
5.4
3
272
250
R-310
238°
130°
R-189
046°
3000
B

SHL-150 [USAF]

(Continued on next page)

Chart not to scale

POTTSTOWN TWO DEPARTURE (PTW2.PTW)

WRIGHTSTOWN, NEW JERSEY

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track of 058°, at GXU VORTAC 5.4 DME turn left to intercept RBV VORTAC R-189 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track of 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track 005°, at GXU VORTAC 7.5 DME turn left to intercept RBV VORTAC R-269 to NAGGS. Intercept RBV R-269 at 5000. Cross NAGGS at and maintain 6000. Thence.....

Then PTW VORTAC R-107 to PTW. Then via (transition) or (route).

EAST TEXAS TRANSITION: (PTW2.ETX) Via V29/V408 to ETX VORTAC.
PHILIPSBURG TRANSITION: (PTW2.PSB) Via PTW R-320 and J64 to RAV VORTAC, direct PSB VORTAC.
RAVINE TRANSITION: (PTW2.RAV) Via PTW R-320 and V276 to RAV VORTAC.

NE-2, 03 JUN 2010 to 01 JUL 2010

APCH CRS	Rwy ldg	10,001
058°	TDZE	131
	Arpt Elev	131

AL-150 [USAF]

RNAV (GPS) RWY 06

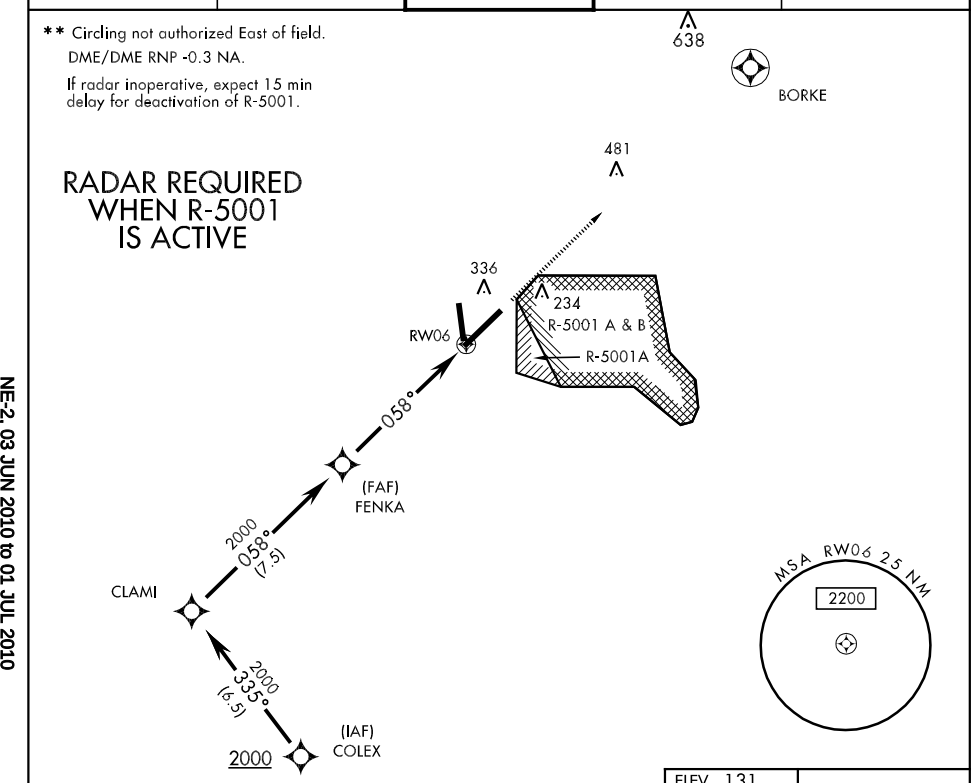
MC GUIRE AFB (KWRI)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

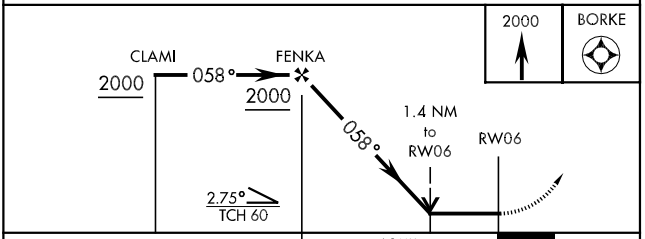
MISSED APPROACH: Climbing to 2000, proceed direct BORKE, expect further clearance from ATC.

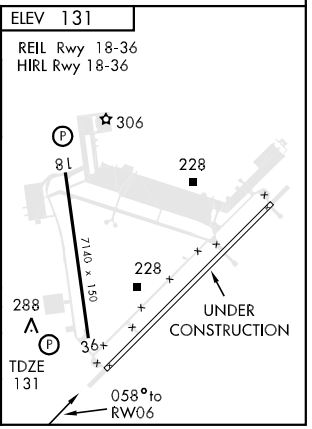
ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

** Circling not authorized East of field.
DME/DME RNP -0.3 NA.
If radar inoperative, expect 15 min delay for deactivation of R-5001.



EMERG SAFE ALT 100 NM 5100





CATEGORY	A	B	C	D	E
LNAV MDA*	600/24	469 (500-½)	600/40 469 (500-¾)	600/50 469 (500-1)	600/60 469 (500-1¼)
CIRCLING**	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

APCH CRS	Rwy ldg	7140
185°	TDZE	123
	Arpt Elev	131

AL-150 [USAF]

RNAV (GPS) RWY 18

MC GUIRE AFB (KWRI)

▼ * Circling not authorized E of field.

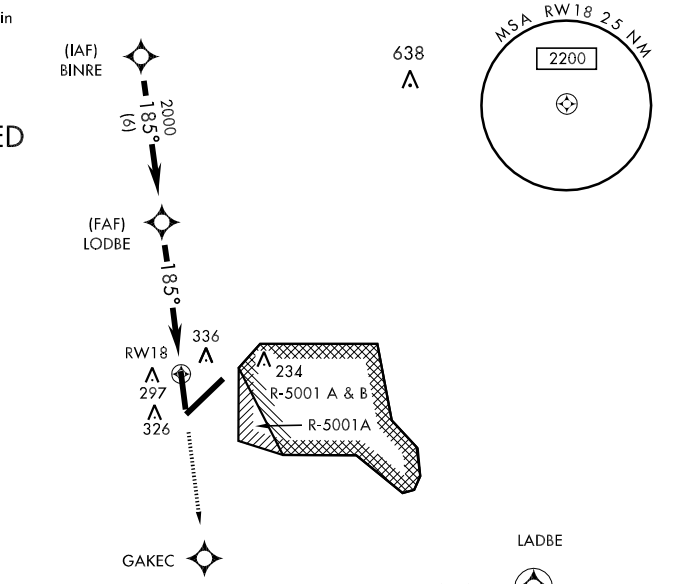
MISSED APPROACH: Climbing to 2000 proceed direct GAKEC then turn left direct LADBE and hold.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

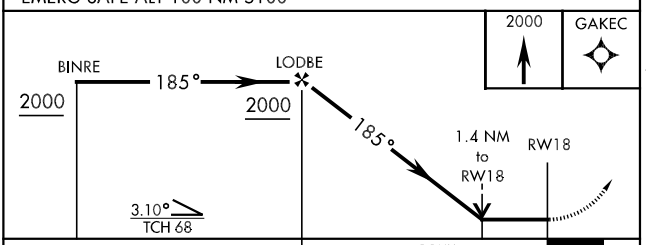
DME/DME RNP -0.3 NA.

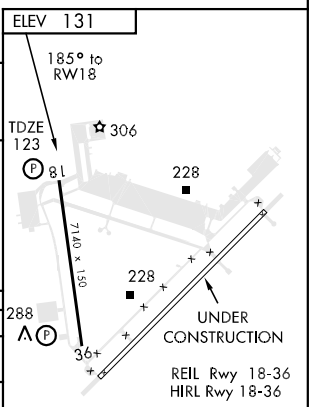
If radar inoperative, expect 15 min delay for deactivation of R-5001.

RADAR REQUIRED WHEN R-5001 IS ACTIVE



EMERG SAFE ALT 100 NM 5100





CATEGORY	A	B	C	D	E
LNAV MDA	620-1	497 (500-1)	620-1¼ 497 (500-1¼)	620-1½ 497 (500-1½)	620-1¾ 497 (500-1¾)
CIRCLING *	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

NE-2, 03 JUN 2010 to 01 JUL 2010

APCH CRS	Rwy ldg	10,001
238°	TDZE	116
	Arpt Elev	131

AL-150 [USAF]

RNAV (GPS) RWY 24

MC GUIRE AFB (KWRI)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

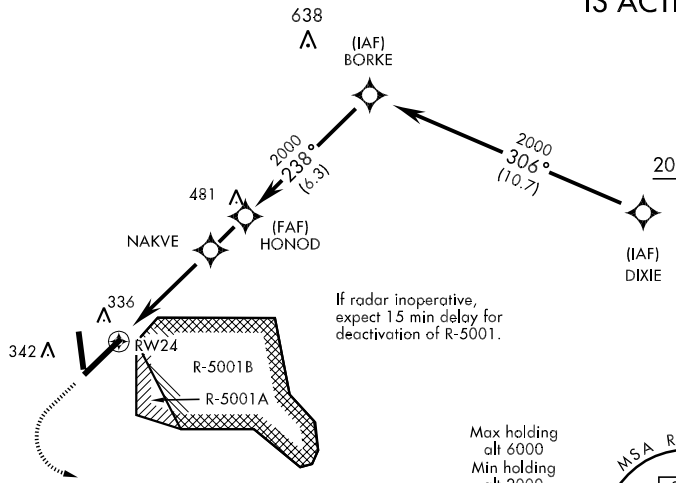
MISSED APPROACH: Climb to 2000, turn left direct LADBE and hold as published.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

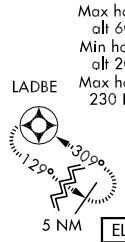
** Circling not authorized East of field.

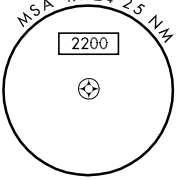
DME/DME RNP - 0.3 NA.

RADAR REQUIRED WHEN R-5001 IS ACTIVE

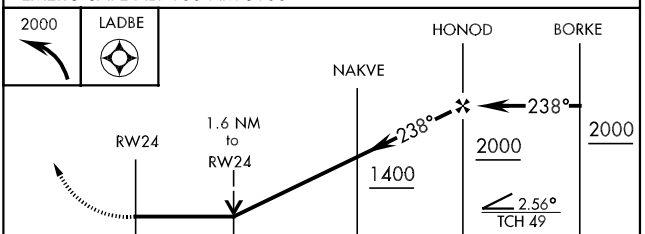


CAUTION: Turns prior to MAP, greater than 30° of bank at the MAP, or not correcting for winds will place acft in R-5001.



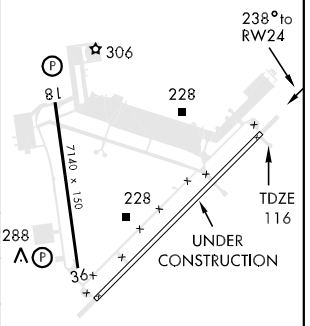


EMERG SAFE ALT 100 NM 5100



ELEV 131

REIL Rwy 18-36
HIRL Rwy 18-36



CATEGORY	A	B	C	D	E
LNAV MDA*	600/40 484 (500-¾)		600/50 484 (500-1)	600-60 484 (500-1¼)	600-1 ½ 484 (500-1½)
CIRCLING**	660-1 529 (600-1)		680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

APCH CRS	Rwy ldg	7140
005°	TDZE	123
	Arpt Elev	131

AL-150 [USAF]

RNAV (GPS) RWY 36

MC GUIRE AFB (KWRI)

▼ * Circling not authorized E of field.

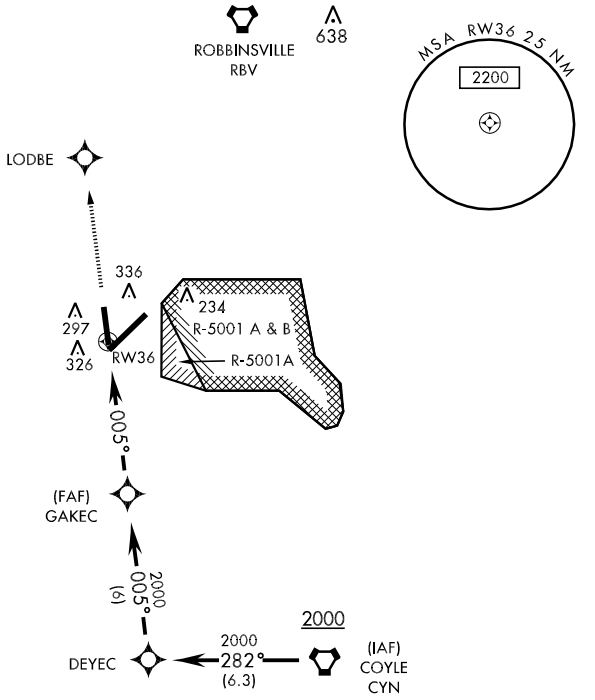
MISSED APPROACH: Climbing to 2000 proceed direct LODBE then turn right direct RBV VORTAC. Expect clearance from ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

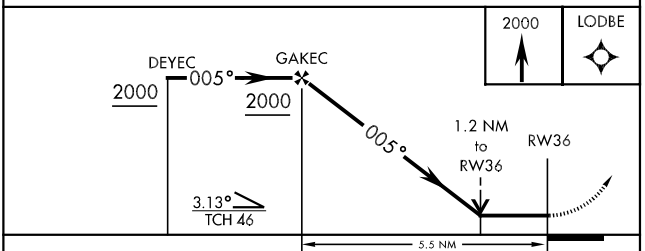
DME/DME RNP -0.3 NA.

If radar inoperative, expect 15 min delay for deactivation of R-5001.

RADAR REQUIRED WHEN R-5001 IS ACTIVE



EMERG SAFE ALT 100 NM 5100

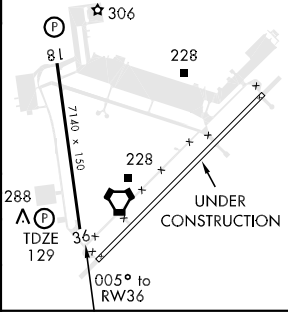


CATEGORY	A	B	C	D	E
LNAV MDA	560-1	431 (500-1)	560-1¼ 431 (500-1¼)	560-1½ 431 (500-1½)	
CIRCLING *	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

ELEV 131

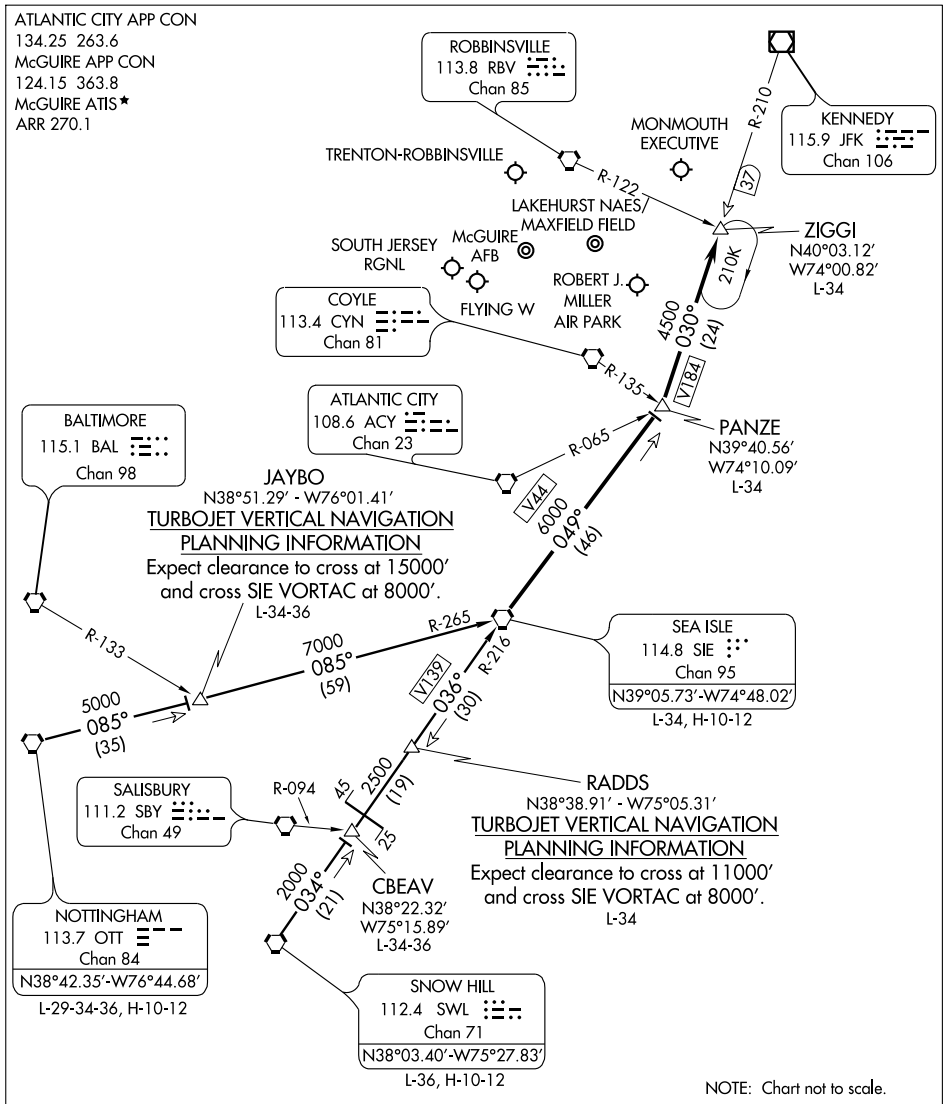
REIL Rwy 18-36

HIRL Rwy 18-36



SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

VOR/DME or TACAN RWY 6

VORTAC GXU 110.6 Chan 43	APCH CRS 043°	Rwy ldg 10,001 TDZE 131 Arpt Elev 131

AL-150 [USAF]

MC GUIRE AFB (KWRI)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

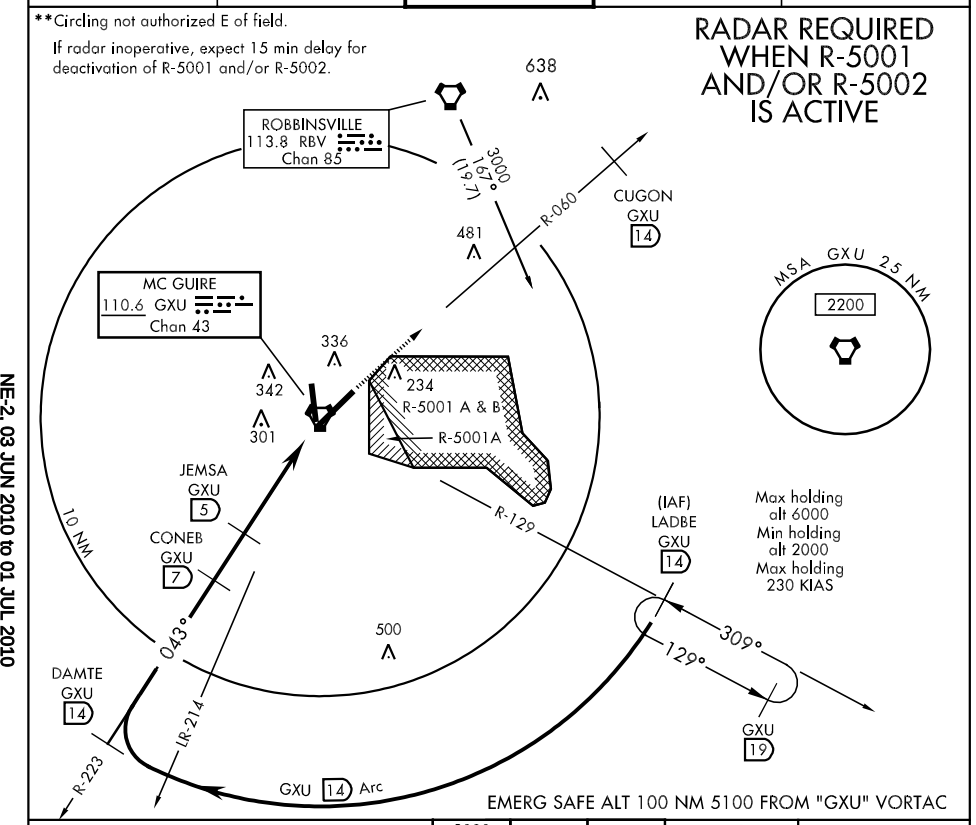
MISSED APPROACH: Climbing to 2000, proceed direct GXU VORTAC then outbound R-060 to CUGON. EFC with ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

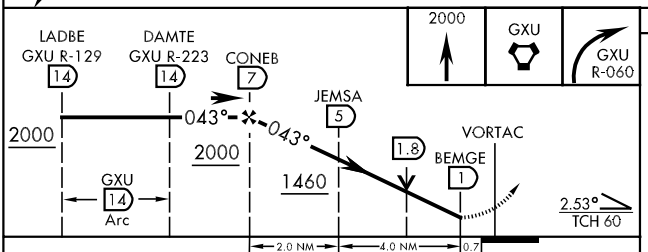
**Circling not authorized E of field.

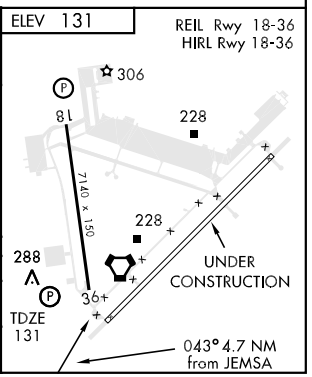
If radar inoperative, expect 15 min delay for deactivation of R-5001 and/or R-5002.

RADAR REQUIRED WHEN R-5001 AND/OR R-5002 IS ACTIVE



EMERG SAFE ALT 100 NM 5100 FROM "GXU" VORTAC





CATEGORY	A	B	C	D	E
S-6 *	620/40	489	(500-¾)	620/50 489 (500-1)	620/60 489 (500-1¼)
CIRCLING **	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

NE-2, 03 JUN 2010 to 01 JUL 2010

VOR/DME or TACAN RWY 18

VORTAC GXU 110.6 Chan 43	APCH CRS 178°	Rwy Idg 7140 TDZE 123 Arpt Elev 131

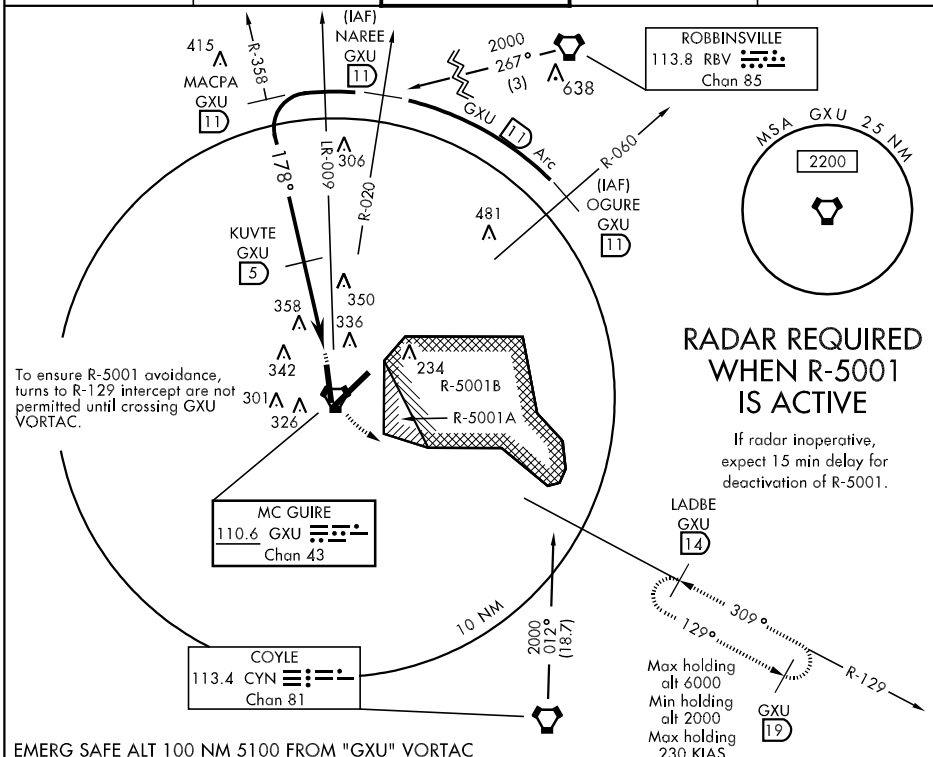
AL-150 [USAF]

MC GUIRE AFB (KWRI)

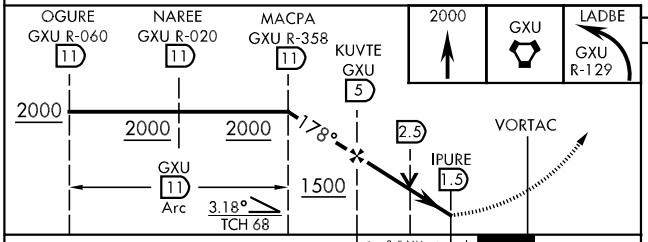
▼ * Circling not authorized E of field.

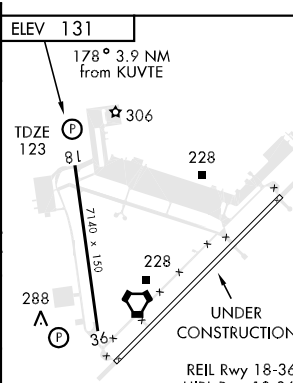
MISSED APPROACH: Climbing to 2000, proceed direct GXU then outbound GXU R-129 to LADBE (GXU R-129/14) and hold.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8



EMERG SAFE ALT 100 NM 5100 FROM "GXU" VORTAC





CATEGORY	A	B	C	D	E
S-18	640-1 517 (600-1)		640-1½ 517 (600-1½)	640-1¾ 517 (600-1¾)	
CIRCLING *	660-1 529 (600-1)		680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069 (1100-3)

NE-2, 03 JUN 2010 to 01 JUL 2010

VOR/DME or TACAN RWY 24

VORTAC GXU 110.6 Chan 43	APCH CRS 240°	Rwy ldg 10,001 TDZE 116 Arpt Elev 131

AL-150 [USAF]

MC GUIRE AFB (KWRI)

▼* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

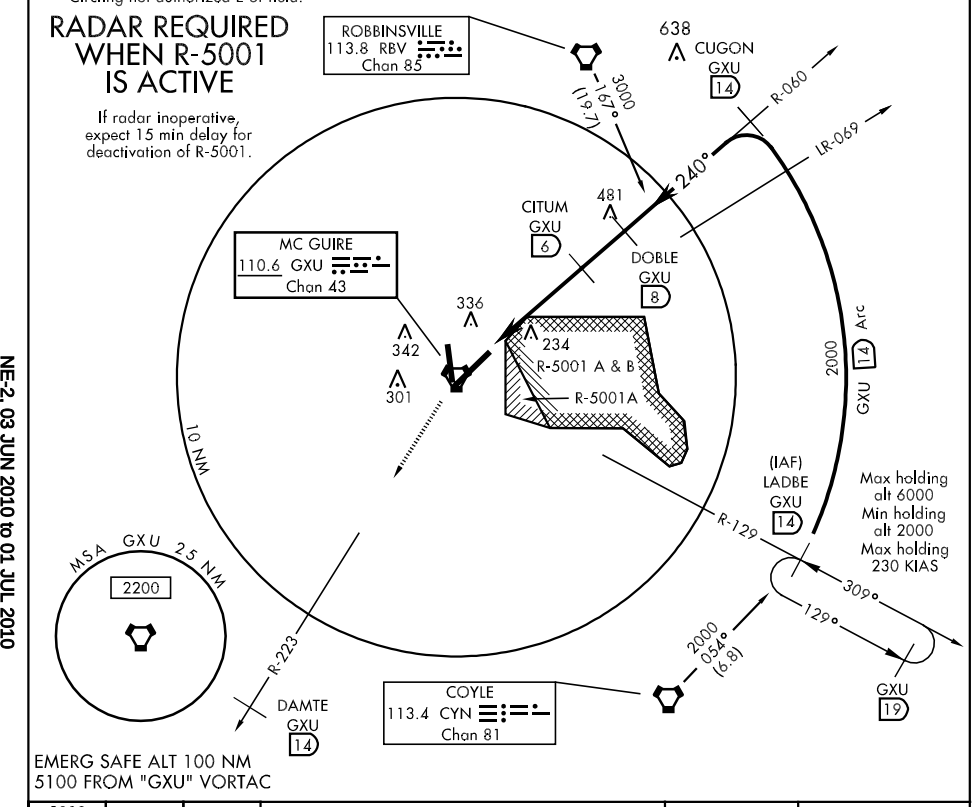
MISSED APPROACH: Climbing to 2000 proceed direct GXU then outbound GXU R-223 to DAMTE. Expect further clearance with ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

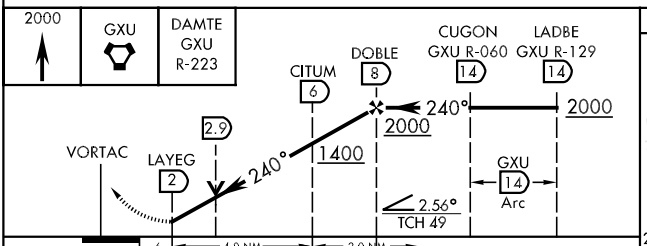
** Circling not authorized E of field.

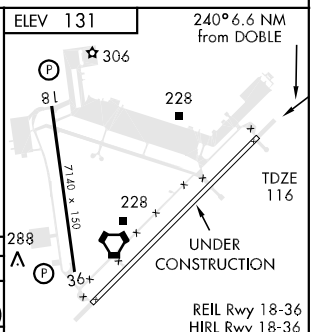
RADAR REQUIRED WHEN R-5001 IS ACTIVE

If radar inoperative, expect 15 min delay for deactivation of R-5001.



EMERG SAFE ALT 100 NM
5100 FROM "GXU" VORTAC





CATEGORY	A	B	C	D	E
S-24 *	580/40	464 (500-¾)	580/50 464 (500-1)	580/60 464 (500-1¼)	580-1½ 464 (500-1½)
CIRCLING **	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

NE-2 03 JUN 2010 to 01 JUL 2010

VOR/DME or TACAN RWY 36

VORTAC GXU 110.6 Chan 43	APCH CRS 020°	Rwy ldg 7140 TDZE 129 Arpt Elev 131

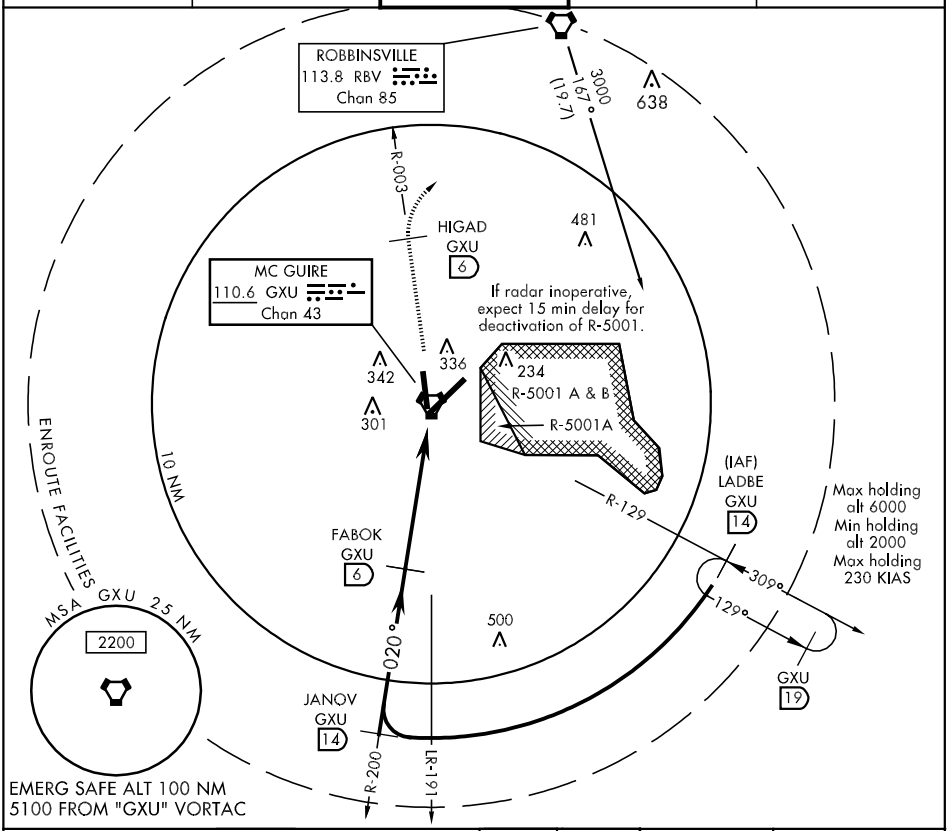
AL-150 [USAF]

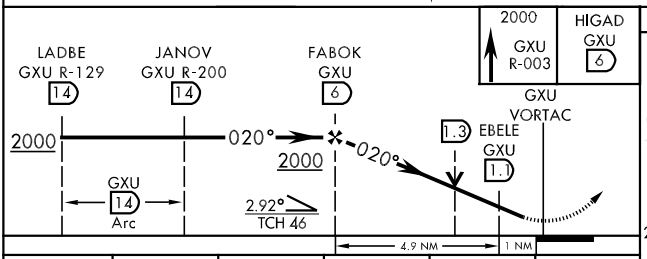
MC GUIRE AFB (KWRI)

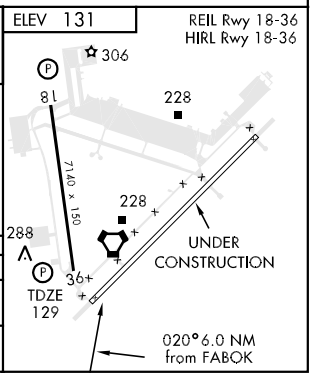
▼ * Circling not authorized E of field.

MISSED APPROACH: Climbing to 2000, intercept GXU R-003 to HIGAD (GXU 6DME) then turn right direct RBV. EFC with ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8







CATEGORY	A	B	C	D	E
S-36	560-1¼	431 (500-1¼)		560-1½	431 (500-1½)
CIRCLING *	660-1¼	529 (600-1¼)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)